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Crab and *Sheldrake* under way from the Battery, New York City, for Miami.

By Sneakbox to Florida

Being the Cruise of Two 12-ft. Barnegat "Boxes" from New York to Miami

By F. SLADE DALE

WHEN we chose the 12-foot Barnegat sneakbox as the type of boat best suited to our needs for a small-boat cruise to Florida it seemed only a natural selection, and except for the size of our twin craft there appeared to be nothing very startling about them. But we had only to pass through the traffic of New York Harbor, or thread our way through the oyster boats of the Chesapeake, to realize that the Barnegat duck boat is still a curiosity in any but its home waters. The crews of New York's busy harbor craft could give us only a hurried inspection and wave a friendly greeting, but the anchored oystermen welcomed an excuse to rest on their tongs and gaze at us as long as we were in sight, even carrying on a limited conversation as we passed.

Probably if we had had a lot of experience with canoes, yawlboats, dories, and various double-enders we might have been perplexed as to what type to select; but as we had never known any other cruising ground than Barnegat Bay our only problem was the question of how big to make our sneakboxes. It was our plan to launch them off the beach at Bay Head, 30 miles south of Sandy Hook, making the outside run to New York before turning southward by the inside route for Miami.

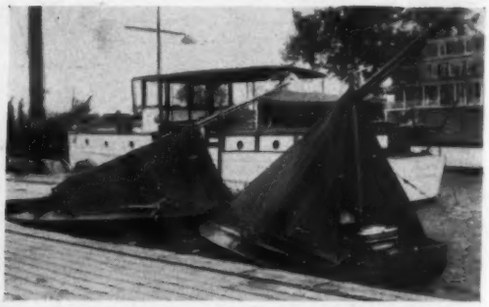
The immediate course from New York would take us down to the Raritan River, through the canal to the Delaware and down this river past Philadelphia and Wilmington to Delaware City, where the Chesapeake and Delaware Canal would see us into upper Chesapeake Bay. Watching for suitable weather we would cover the long stretch of open water past Baltimore and Annapolis to Norfolk and thence up the southern branch of the Elizabeth River and through the Albemarle and Chesapeake Canal into Albemarle and Pamlico sounds, which would be our last difficult waters before taking to the ocean again and completing the first half of our voyage at a point above Charleston. The total distance from New York to Miami would be about 1,500 statute miles as we made it, and we surmised it would take us about three months, but we had set no time limit and were prepared to spend the whole winter on the way if necessary.

If it had been summer when we conceived the idea of taking the fall trip south we would have scurried around in Mort Johnson's shop and with his experienced eye and half a dozen light battens our boats would have taken form in an hour's time; but it was cold January when the plan took shape and there was lots of time to be consumed before the cruise could get under way. Accordingly we played naval architect all winter and put in months of labor with pencil and eraser — principally the eraser — making up sets of lines, which were regularly consigned to the wastebasket after week-end pilgrimages to Bay Head revealed that this or that dimension was not considered "good form" by the owners of little craft lying along the Barnegat meadows.

The overall length was the only item in the bill of specifications which was not subject to dispute; our boats needed to be light enough to haul out on shore in an emergency, and as a 13-foot "box" would have been almost too big to handle, while an 11-foot one would have

Sheldrake and *Crab* perched side by side above high water on the beach at Bay Head.

Our harbor at the Battery.



The mast and spars can be readily arranged to support a shelter tent over the cockpit.

been too small to live in, we had little difficulty in settling on 12 feet. But the size of the cockpit, the depth of the hull, the kind of centerboard, the sail plan, the auxiliary power, and a score of similar items loomed as of great importance to our comfort and the success of the voyage. We were not undertaking the trip as a record-breaking performance, nor did we expect to thrill the yachting world with recitals of how we rode out a Pamlico Sound sou'wester when all the fishermen had taken to cover; at such a time we planned to be the first ones to head up the creek and the last ones to come out. If our boats were the smallest to make the trip successfully it was because we felt we would get along better than in a larger boat, and because others had not appreciated the roominess of a 12-ft. sneakbox. The other dimensions of our little craft were: beam, 5 feet; draft of water, 9 inches, without board.

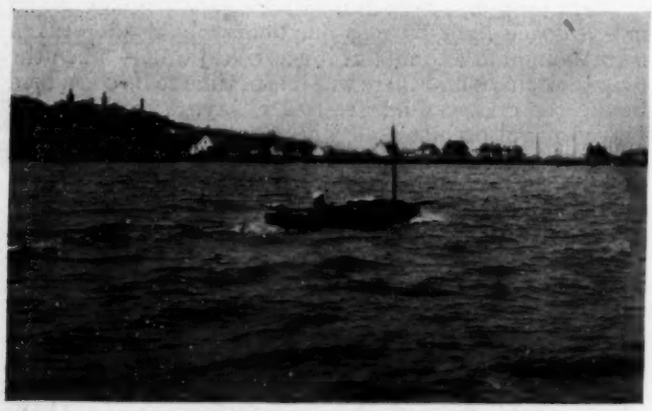
From the very beginning we looked upon the monotony of cooking and dishwashing with more concern than we felt about the difficulties involved in launching our boats from the beach, or in crossing the mouth of the Potomac; yet when we look back on the labor required to shove our boats down through the soft beach sand, or consider that at the end of a period of seven days we had but crossed from one side of the Potomac to the other, we can appreciate that it is only little unforeseen incidents which really make such a trip an undertaking of doubtful outcome. The bigger factors, such as running through the traffic of Ambrose Channel, down the open waters of the Chesapeake or across Pamlico Sound, or reeling off many miles of ocean travel — all these things take care of themselves, and even the cook and dishwasher is spurred on by an outdoor appetite.

If the small-boat cruiser is occasionally bothered by a wetting or a series of mishaps which his friend in the big yacht avoids, he is more than repaid in the greater enjoyment of being close to the elements and of being on an equal footing with more of his fellow men along the way. We were soon to find that where the owner of a large cruiser passed by with but a friendly wave of the hand or perhaps a casual conversation, our humble boats opened the way for those many little contacts which add so much to any trip.

Where is the boat owner who, with an acquaintanceship of but a few minutes, can step into the steamboat captain's dining room, or sit down to a jug of hard cider with the barge captain? The bayman in his shack along the Chesapeake may be cordial enough to any stranger but he won't become quite as friendly as with the fellow who steps ashore from a 12-foot boat and sits down in the sun for a half-hour's chat. Nor will a fisherman row over to the big yacht and hand the owner in his blue serge yachting suit a mess of slimy fish for breakfast. In stormy weather, when we happened to be anchored near a fisherman's shack or a town, there were few occasions when we did not have a sheltered bed offered us; and tenders of extra food and provisions were frequent. If in walking up to a town for supplies one of us wore a yachting cap we were invariably plied with questions, and if the size of our boats became known we could count on a delay of at least half an hour while matters were talked over by all hands present.

Aside from the details of the hull, the adoption of a suitable sail plan threatened to be difficult. The gaff-headed sail required blocks and halliards and a fairly tall mast. The common leg-o'-mutton rig also meant a long spar which would have to remain aloft in a reefing breeze; we were reluctantly turning to the awkward-looking sprits'l when Mr. J. G. Hanna came to our rescue with a rig just suited for our purpose. Mr. Hanna's adaptation is a leg-o'-mutton under full sail but reefs down into the lateen sail so common on canoes; and the mast and spars can be readily arranged to support a shelter tent over the cockpit for use in stormy weather.

We ordered our sails from Burrows and in due course their loft shipped our expansive spread of canvas, amounting to 70 square feet per boat. With sails and oars we were pretty well equipped for ordinary traveling, but with so much open water to be crossed quickly when the weather permitted we wanted to have motors at hand. Weight and space were already becoming important factors and we scanned the outboard motor catalogues at length. It would take considerable power to drive our short, heavily laden boxes at any speed in rough water, yet we could not give up much space for stowage of a motor when not in use. Two Johnson twins were finally decided upon and their importance to the trip soon became apparent, as week after week and mile after mile passed by without a single opportunity to use the sails to advantage. Our speed, under power, was 5.4 miles per hour, under normal conditions.



Off the twin lights at Atlantic Highlands.

By the 7th of October we were ready to go. The boats had received their finishing touches in Mort Johnson's shop and were stocked up with provisions; the engines were tried out, and we had even stolen a half hour's time to give Frank Coyle his first and only lesson in sailing. Thus fortified he ventured forth with the outward confidence of Columbus himself, and if he had any misgivings the only sign of them was the remark when we were half way through the breakers that he had never had such a thrill in his life.

Midnight saw the *Sheldrake* and *Crab* perched side by side above high water on the beach at Bay Head. It had taken three hours of hard work with rough planks and rollers to get them down from the spot where they had been left by a truck in the afternoon, and it was with aching arms and sore hands that we bade goodnight to the passing coastguard and pulled the hatches together for our first night "at sea." At daybreak we were up to find the cold northwest wind of the previous day carried over with but little slackening. The sea which we had watched pile up on the beach with the easterly winds of the week before was still breaking across the stretch of flat beach between us and the outer bar, and we wondered if perhaps we had not undertaken too much with our dip-nosed little sneakboxes. The tide was rising, and had the beach dropped off deeper we could have launched at high water with scarcely a roller to hinder us, but as the breakers were growing with the tide the only procedure left was to go through them.

Setting the leg-o'-mutton sail.

Rolling up our blankets and stowing them away under deck we wasted no time in stopping for even a hurried breakfast. The engines were placed in the cockpits, together with the cans of gasoline which would be needed periodically to refill the engine tanks on the long run up the coast. The anchors and coils of cable were placed within easy reach in case they should be needed, and with the rest of our equipment lashed in place we worked the boats down to the undertow.

The Johnson outboard shoving *Crab* along at 5.4 miles per hour.

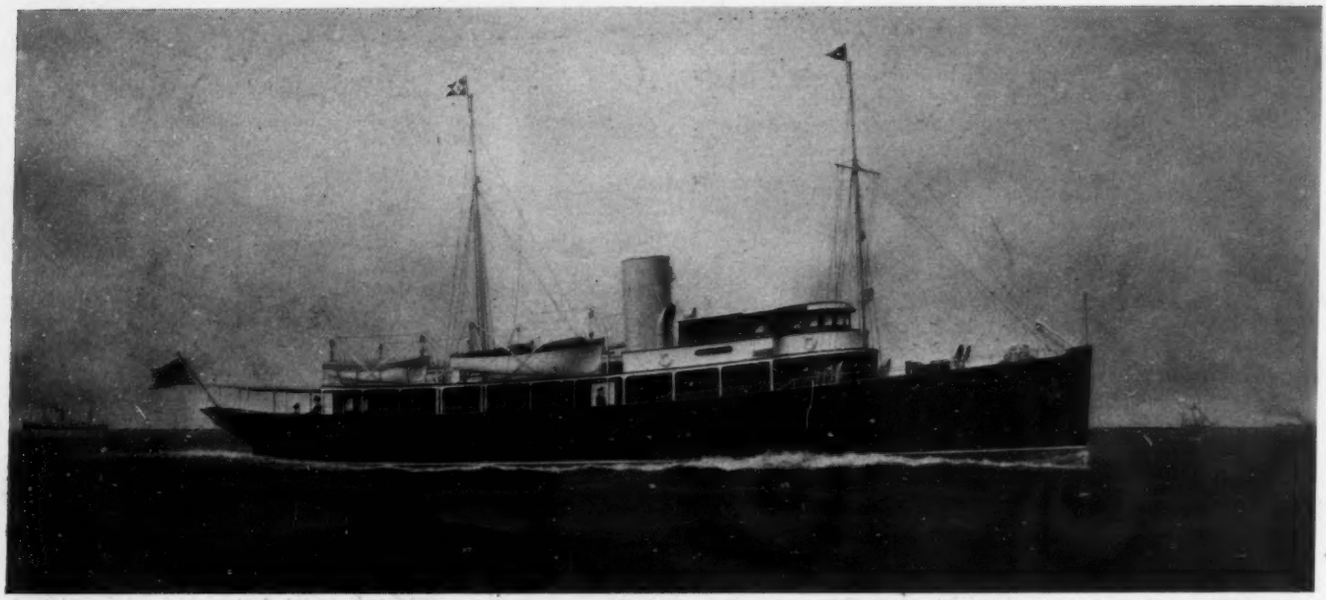
Although the beach sloped more steeply near the water our efforts rivaled our labors of the night before and it was a full hour before we had the boats awash. Then, leaving the *Sheldrake* to wallow by herself in the undertow, we stripped off our clothes and waited until several large breakers had come in before wading out into the chilly surf, pushing Frank's *Crab* before us. The lull which followed in the wake of the breakers gave us an opportunity to get under fair headway before the waves began to loom up again, but in a few moments the first breaker was surging gaily over the decks while the stubby mast stuck up through the foam from the depths below, and the crew at the stern swallowed gulps of salt water through chattering teeth. A little boy and two workmen, sole witnesses along the deserted boardwalk, probably thought we had chosen a calm morning for our embarkation, and from any other vantage point we, too, might have admitted that the surf was not very heavy. But when viewed from the stern of a submerged craft of doubtful seafaring qualities the Atlantic that morning left a very definite impression of anger and power. Three or four more breakers washed over before it was safe for the *Crab's* skipper to climb aboard and take command with the oars, while the *Sheldrake's* crew swam ashore to rejoin his craft, by that time lying broadside to and being washed down by every wave. Fortunately the hatches proved to be quite tight and only a few drops found their way inside. Presently both boats were pitching around feverishly in the chop, beyond the reach of any stray combers, and we were busy donning our clothes and attaching the Johnsons to the sterns.

The crew of *Sheldrake* and *Crab*. Left, F. Slade Dale, right, Frank J. Coyle.

How matters fared for the next couple of hours on board the *Crab* I can only surmise, but on the *Sheldrake* life wasn't what a sailor's should be, or perhaps it was more so. Usually, passengers wait until a few hours at sea before succumbing to seasickness, but my ship was hardly away from the dock before those on board didn't care whether she ran on Robbins Reef or not, and as for being interested in a cruise to Florida, nothing seemed less inviting. But the cool breeze gradually restored order and it was possible once again to view things in a normal light and to enjoy the trip up the coast.

Passing the coastguard stations we could see the lookouts watching us through their glasses or waving to us;

(*Continued on page 82*)



Pawnee, **a new Diesel yacht 160 feet in length for Harry Payne Bingham, Esq., building at the Newport News Shipbuilding and Dry Dock Company, from designs by Cox & Stevens.**

Six New Diesel Yachts

AN extremely interesting phase of the present activity in yachting is the remarkable revival in the development and building of large seagoing Diesel yachts. This type of yacht came into existence after the war as a result of the development of Diesel engines. The earlier yachts equipped with this type of power have all proved their worth, and have demonstrated fully the merits of the Diesel engine for yacht work, especially in the larger sized vessels.

Until a short time ago the differential between building abroad and in the United States was so great that many of the contracts for large Diesel yachts were placed with foreign shipyards. As a result of changed conditions abroad and of lower manufacturing costs in this country, the differential has been greatly reduced, and this fact, together with the present era of prosperity, is responsible for the large increase in orders that have recently been placed with American shipyards.

The most interesting and noteworthy proof of this fact is the situation now existing at the Newport News Shipbuilding & Dry Dock Company's plant, at Newport News, Va., where at the present time no less than six large Diesel vessels are being built, all but one from designs by Cox & Stevens, of New York.

Of these, the *Pawnee,* a yacht being built for Mr. Harry Payne Bingham, from designs by Cox & Stevens, will go into commission shortly after the first of the year. *Pawnee* is of the seagoing type, her length being 160 feet; beam 26 feet, 6 inches; and draft 11 feet. Her machinery plant consists of two 450 h.p. Winton Diesel engines, giving a speed of 14 knots, accompanied by a fuel capacity sufficient for 7,500 miles cruising radius. This yacht, while having excellent accommodations for the owner, is also equipped for deep sea exploration, having large winches, trawl gear, etc.

Of the other yachts under construction at Newport News, four are being built in one slip, originally intended

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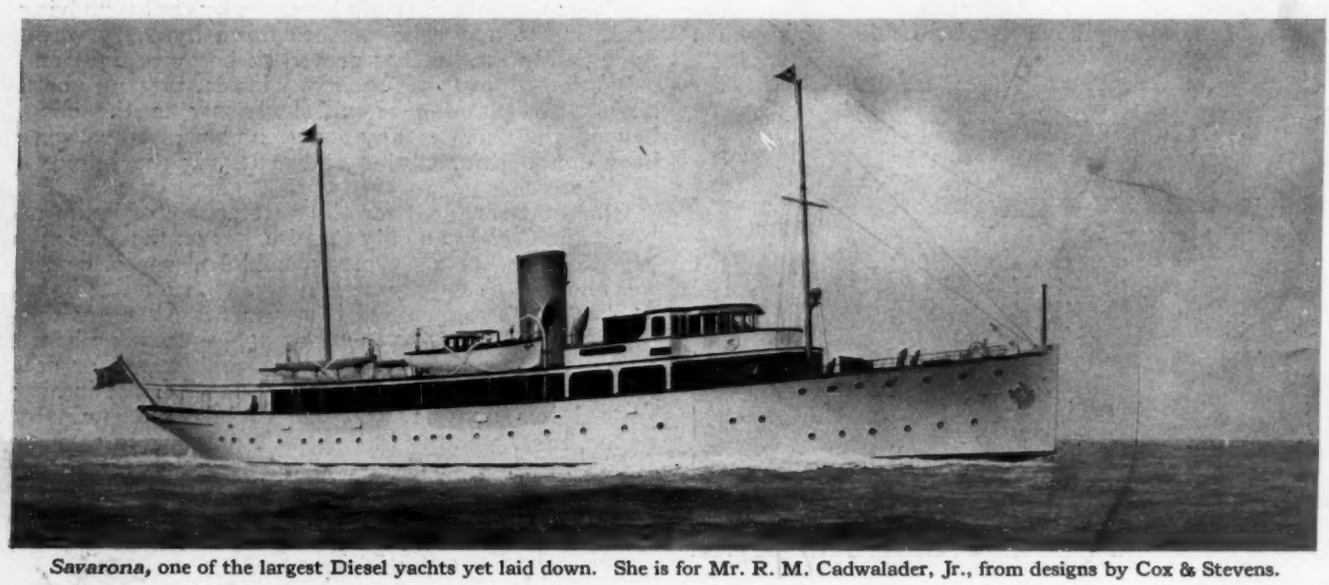
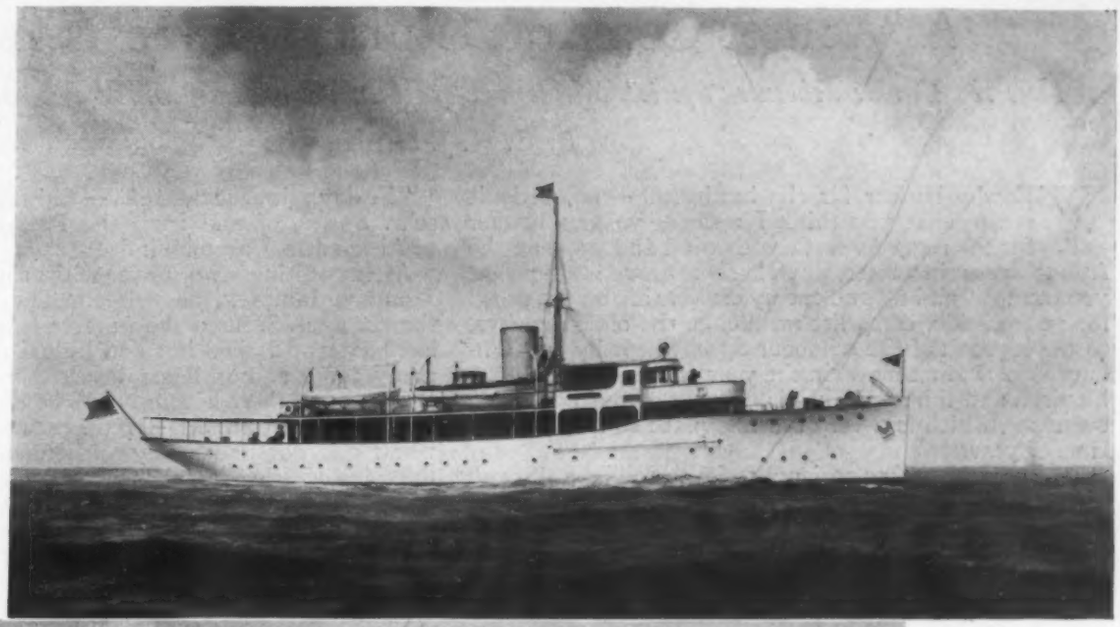
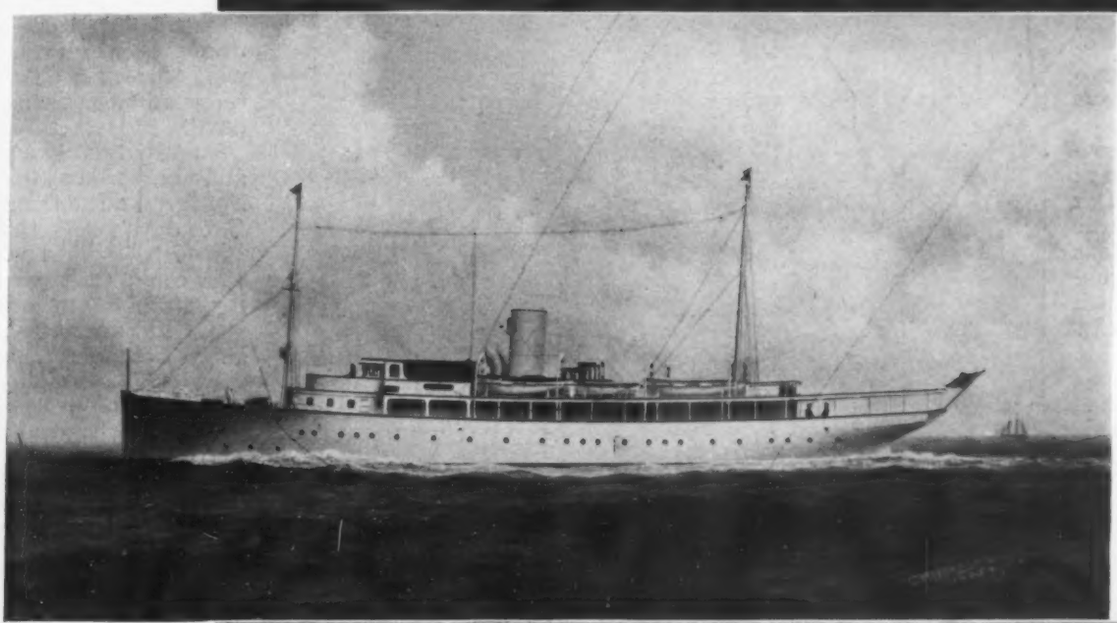


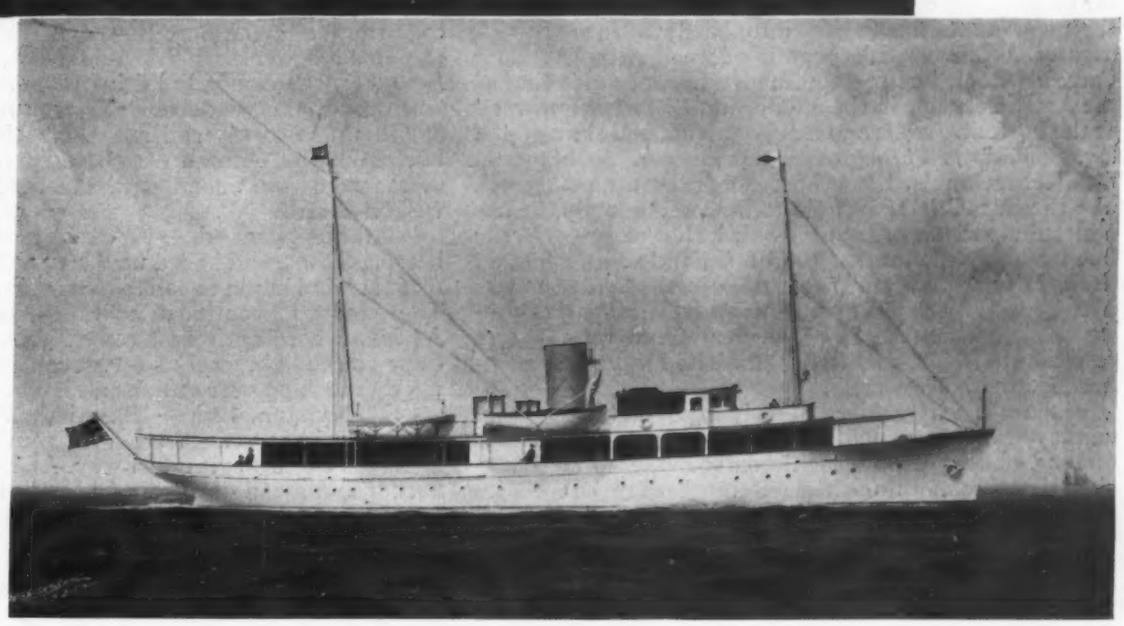
Savarona, **one of the largest Diesel yachts yet laid down. She is for Mr. R. M. Cadwalader, Jr., from designs by Cox & Stevens.**



Josephine, a new Diesel-powered yacht, building for E. S. Burke, Jr., of Cleveland, from designs by Cox & Stevens. She is to be 140 feet in length, and will have a speed of 13½ knots. Her size makes her extremely handy for coastwise cruising



A large Diesel yacht under construction for Galen L. Stone. Her length of 188 feet will make her one of the largest full Diesel yachts ever built in this country. Her speed, with two Winton-Diesel engines will be 16 knots. She will be named *Arcadia*.



Robador will be the name of the new 160-foot steel Diesel yacht building for Commodore Robert Law, Jr., of the Indian Harbor Yacht Club. The quarters for the owner and his guests will be forward, and both on deck and below she is to be the "last word" in modern yacht design. All of these vessels are being built at the yard of the Newport News Shipbuilding and Dry Dock Company.

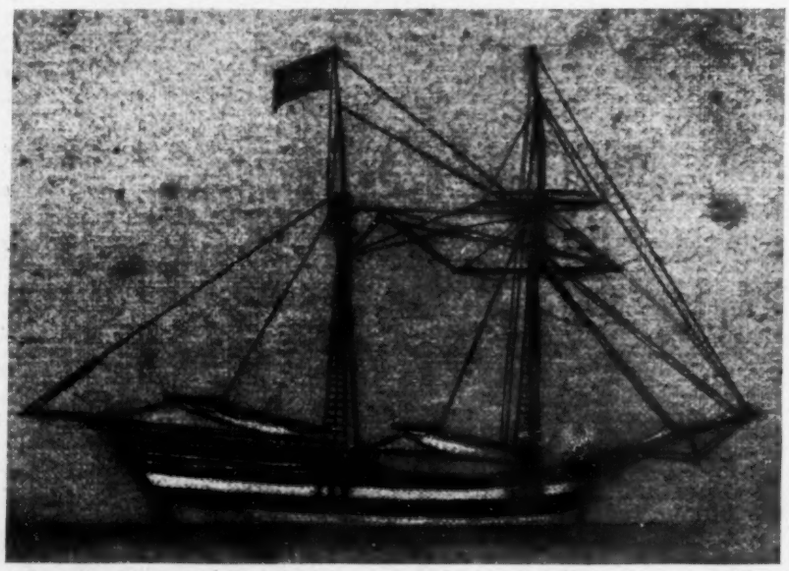
A Winter Coasting Cruise 112 Years Ago

How the Yankee Schooner "Specie" Made a Voyage in War Time, and What Befell Thereon

By C. H. J. Snider

YE who hanker for the hard stuff — no, I don't mean what you think I mean — ye who hanker for the rugged wrestle with wind and wave on the Atlantic coast in winter, when harbors are so iced up that you cannot "git in," and enemy cruisers are on the prowl for you outside, come list awhile, as the old song says, to the logbook of the schooner *Specie*, kept by one William Farrow, first mate, in the year of our Lord eighteen hundred and thirteen. That is, if you do your hankering on paper, which is a very sensible place to do it at this time of year.

It will require some patience to follow William through his logbook, but then it required more patience for William to get the facts to log. Imagine it! Eight days before you can get away from Boston, after the cargo is in; fourteen days from the wharf to the open sea. The close-reefed winter voyage is to Alexandria, near Washington, on the Potomac, with 93 tons of mixed freight; and the round trip, which a couple of box cars would negotiate in three days in our time, including loading and unloading, takes three months to log, and heaven knows how much longer, because the book is unfinished.



A topsail schooner of 1812, typical of the *Specie*, of which the mate, William Farrow, so ably kept the log. The drawing is from an old log book of the period.

Our William is a patriot, free with his pen, and making up in pictures what he lacks in spelling; a fine Yankee tar of the good old days when "Free Trade and Sailors' Rights" was a flag borne into battle against British frigates. William's title page is adorned with "William Farrow's Book" at the top, and a freehand drawing of the American eagle in the middle and "Liberty Forever" at the bottom. Scrolls and fancy work abound through the log. Sometimes he engrosses the name of a shipmate, like Robert Snow. Sometimes he draws a passing sail, like the ship *Catherine* of Boston. Unfortunately, he has omitted a portrait of his own vessel, the schooner *Specie;* but we know she measured 93 tons, and was 71 feet on deck, 21 feet beam and 7 feet deep in the hold. She was a two-masted schooner with seven sails, apparently — mainsail, gafftopsail, foresail, square fore topsail, fore topgallantsail, jib, and flying jib. The foretopsail mast-headed, and had two reefs.

William is a jolly dog, and slyly logs "all hands busily employed sitting around the stove," or "got more fenders out and let her grunt," when the ice comes crowding alongside. You must not think him illiterate because he spells jib with a "g" and says "sot" for "set." That's only his way. He is sufficiently modern to be "some afraid" when in the ice pack, and with reason, for a schooner goes down right in front of him. But let him tell his own story.

"Friday, Jan. 1st, 1813 — Shipped on board the schr. *Specie*, of and from the Port of Boston, bound to Alexandria. Cargo all in."

After waiting two days with southerly wind, on Monday, Jan. 4th, he writes: "The wind shifted into the nor'west. Secured the watercasks and hoisted in the longboat and lashed hur and lashed the cables and got ready for sea, but being belated in the tide catched aground and there had to lay 12 hours.

"Tuesday, Jan. 5th — At 1 A.M. cast of from the wharf and got under way and stood down cannel but the wind shifting into W.S.W. we came two again and lay untill 1 P.M. The wind halled to the northward. Took two reefs in the topsail and handed it again. The weather looked unsettled and the wind canted to the eastward. So ends the day."

Unpropitious winds and weather kept the *Specie* at anchor for three days longer. On Jan. 7th "at 1 P.M. the cook took the boat and went on shore and was absent three hours in time of duty and the captain had to go after him," which meant three days' pay knocked off the cook's roll, according to the law of the time.

"Friday, Jan. 8th — At 2 A.M. the wind shifted to the N.W. in a squall with snow. At 3 A.M. the wind canted in as far as N. by E. and blew verry fresh. All hands called to let go the Best Bower. At half past 8 hove up the small bower flew first and took him on the bow. At 9 A.M. the clouds lifted in the northward and came more clear, the wind blowing verry fresh at north. At 3 P.M. the weather moderated. Nothing done this day but make fires. At half past 8 P.M. weighed anchor and stood out of the Sound with the wind at W.N.W. All well on board.

"Saturday, Jan. 9th — At 3 A.M. made Cape Cod light bearing S.S.E., and halled up for it. At 5 A.M. abrest of it. At 6 the wind began to hall to the southward. Tacked ship. The wind still continued to the southward and snow. At 2 P.M. bore up from Nosset Harbor and ran up the Cape to the light, and at 6 P.M. came to an anchor, the weather looking verry thick and snow.

"Sunday, Jan. 10th — The wind shifted to the westward and blew verry fresh with squalls of snow. At 7 all hands called to git under way. At half past 7 weighed anchor and stood down the Cape. At half past 12 came to again under Monumoy Point, the wind blowing verry fresh at W.N.W.

"Monday, Jan. 11th — At 2 P.M. the wind halled out as far as W.S.W. At half past 2 single reefed the mainsail

and reefed the topsail. At 3 got under way and stood down across the Pollock Rip. Turned out the reef out of the mainsail and set the flying gib and turned down as far as Hyanes and could not git in for the ice.

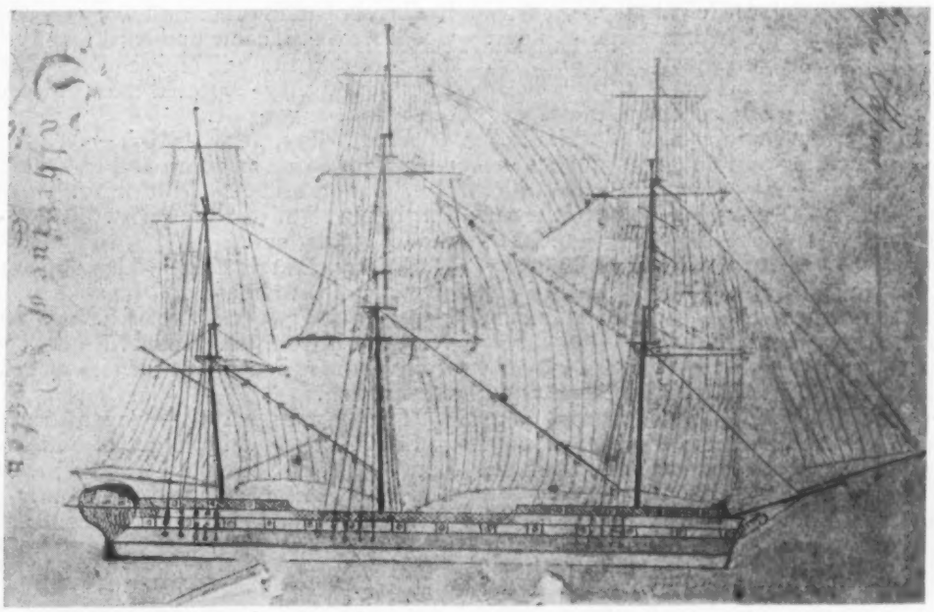
"Tuesday, Jan. 12th — At 2 A.M. run in to the ice and let go the best bower. Two P.M. run up into the harbor and came to again. The end of the small cable being wore considerable, we found by examining it that one strand was parted close by the clinch by riding on the shoals. We unbent him, shifted him end for end and clinched him anew. The wind still continues S.W."

Next day, all day, they scraped the mainmast and made sinnet. At night the southerly wind shifted to the northwest and the ice went out of the harbor, so the following morning, after filling a water barrel and getting a pilot, the *Specie* ran down to Falmouth, where the pilot was put ashore in the longboat. At 2 P.M. she was up with Gay Head and at 5 P.M. it bore N.E., five leagues, from which Farrow took his departure, being at last really off to sea.

"Friday, Jan. 15th — Strong gales at N.E. Got her under close reefs. At 6 A.M. carried away one of the fore braces. Handed the topsail.

"Saturday, Jan. 16th — The wind at W.N.W. at 8 A.M. made sail, three sails in sight. At 12 P.M. tacked ship and stood to the westward and spoke one sloop.

"Sunday, Jan. 17th — At 6 P.M. handed the topsail, three reefed the mainsail, two reefed the foresail, handed the gib and hove hur too. At 8 reefed the gib and sot it and sot the topsail two reefed. At 11 fine weather again."



A passing sail — the ship *Catherine* of Boston, as drawn by William Farrow on the back of his log book.

Clear weather with a fine sun and northerly wind pushed the *Specie* along and at midnight, Jan. 19th with only seven fathoms under them, they saw a light on Smith's Island "whitch we took to be Cape Henry and made three attempts to run in but found such shoal water we halled hur of again. At 1 A.M. spoke with a brig but could not tell where she was from. She made the same light and run down for it and run aground. At 2 A.M. the wind to the southward, made several tacks off and on and weathered Smith's Island."

At 3 P.M. next day they made Cape Henry, passing the light two hours later, setting their colors for a pilot, but not finding any boat. It was war time and the pilots feared being kidnaped by British cruisers. They stood up the Bay with a warm breeze and lightning playing among heavy clouds to the westward.

"We hoisted a light for a pilot and fired several guns but could not obtain a pilot. The clouds looking verry heavy to the westward and beginning to thunder we handed our topsail, two reefed the foursail and mainsail and reefed the gib and sot them. At 1 A.M. the wind shifted in at N.W. in a verry heavy squall with rain and snow and verry heavy claps of thunder, with extrrme sharp lightning, and blew so violent we was obliged to hall down mainsail and gib, the wind canting to the northward and blowing so heavy that we could lay up no better than N.E. So we wore ship and sot the head of our mainsail and according to the best of our judgment stood down the bay until we struck soundings in 4 ½, then let go both anchors and paid away and brought hur two, the sea running verry bad, allmost every sea would break over hur. At 3 A.M. it cleared away so that we could see Cape Henry light, and by the bearing of it we found that we lay on the Hors Shoe."

When it moderated they spoke a Baltimore pilot, but he would not come on board, so they stood up the Bay under short sail with a "pilot-wanted" light hoisted, and anchored at length under St. George's Island. With daylight the captain went ashore in the longboat and got a pilot, and on Saturday they stood up the river.

"So ends the day all hands well on board the good schooner *Specie*."

The following day they were anchored and "fired at sum swans but did not kill any." Later they stood up the river after another schooner, "being sum affraid of the ice, being sum drift ice floating. About 12 the schooner that was ahead struck a cake of ice and went down. We rounded two and came to an anchor and went and took them of and sot them on shore and went on board again."

"Monday, Jan. 25th — Went on shore and got the schooner's crew and at 9 A.M got under way and run up with the Rack (wreck) and come to and went on board of hur and got sum of hur sails and rove of sum of hur runing rigging and took it on board. At 4 P.M. got under way again and run up as far as the White Hous and came to again and there lay the remainder of the day."

This reference to the White House in 1813 proves that the Executive Mansion was so called at least 112 years ago, a fact disputed by some.

"Tuesday, Jan. 26th — At 4 A.M. calm, at 7 A.M. a moderate breeze at N.W. Got under way and run up as far as Washington's Hous. The wind halled in at north. We turned up within 5 miles of Alexandria. The wind blew so fresh we could not carry sail so we came to and handed the sails.

"Wednesday, Jan. 27th — At 8 A.M. got under way and at 11 A.M. arrived in Alexandria safe and sound, wind, limb and Fizzel (whatever that may be) and at 2 P.M. halled in to the wharf. All hands well on board the good schooner *Specie*. So ends the day.

"Thursday, Jan. 28th — At 8 A.M. unbent the topgalon

sail and topsail and sent them down. At 11 A.M. it begun to snow. The wind halled in at N.E. At 2 P.M. a compleat snow storm. All hands employed in sitting round the fire. So ends the day with a thick snowstorm."

Such was life in the sunny southern city as the New Englanders found it. They shoveled the snow off the deck the following morning and commenced unloading their cargo — boxes of candles, boxes of herrings, boxes of cards, boxes of paper, barrels of oil. It snowed, and it was cold. Frequently comes the entry "all hands employed sitting around the fire. The river froze hard enough to bare a man."

Nevertheless, they rigged their scales and hove out the plaster, which was part of the cargo, at the rate of 20 tons a day or better.

"At 6 P.M. nocked of with only 27 tons of plaster out this day and 20 tons out yesterday, whitch makes 47 tons," wrote the mate disgustedly on Feb. 2. The *Specie* had 86 tons of plaster to unload, and in addition to the candles, herrings, paper and oil she had two barrels of rum and one of axes to discharge! Before all the plaster was out she began taking in her return cargo of flour. It was more than a week after arriving, upon Feb. 7th in fact, that the busy mate after he "got out some more fasts to prevent the ice carrying us down the river" "took a walk to see the fameous town of Alexandria." The ice continued to come down in great quantities, thawing and freezing again and moving with the tide. The *Specie* had planks and fenders out to save herself from being cut through by it. On Wednesday, Feb. 10th, it was again necessary to "turn to and shovel the snow off our deck." Ice continued to run. "Got out more fasts and fenders and let her grunt. So ends the day, all hands well on board the good schooner *Specie*."

The flour ceased to arrive.

"Saturday, Feb. 13th — No freight down this day on account of this report of the English squadron lying within the Capes. So we sent up a main topmast that we took out of the *John*, of Georgetown, that sunk when we was cumming up the river."

This bit of "salvaging" proved unprofitable. "It still remained so cold that we then cleared up the decks and nocked off. At 7 P.M. the sloop that belonged to the owner of the *John* came down and took the main topmast away from us, so we sent it down again. So ends the day, it still remaining very cold.

"Tuesday, Feb. 16th — Business verry much stagnated on account of the English blockading the Bay. No freight down this day, so we blacked the head of the foremast and bowsprit. Got an old studensail boom and fited it for a main topmast, sent it up and rigged it."

With no cargo coming in they occupied themselves repairing sails and getting ready for sea. They "blacked," that is, painted, the head of the mainmast, to match the foremast, and they "went a-gunning for ducks."

"But one thing I forgot to make mention of. Wednesday between 2 and 6 P.M. all hands being absent from the vessel, leving the Kook to keep ship, he packs up his Duds and so we cant git any information of him since.

"Sunday, Feb. 21st — Turned two and shovelled the snow of the deck and then washed and shaved and went to see the girls. At 4 P.M. rain. So ends the day, all hands well on board the good schr. *Specie*.

"Monday, Feb. 22nd — Halled down to Mr. Lad's wharf so as to save paying wharfage, then went up town to see the (militia) Companye it being General Muster and the day that George Washington was born.

"Wednesday, Feb. 24th — No prospect of gitting a full freight. Our captain went to Washington to make a contraction about carrying sum timber to the Navy Yard. We went a gunning and killed three ducks. So ends the day.

"Thursday, Feb. 25th — All hands lying on their oars, business verry much stagnated, no encouragement gitting out yet and verry strong talk of an embargo, all the licensed vessels hurrying to git loaded."

But the tide turned, reports were more hopeful, flour began to arrive, and the *Specie* at length had 872 barrels in the hold and on deck and 786 lbs. more stowed in the cabin.

"Tuesday, March 2nd — At 7 P.M. nocked of with a full hoal and shot on the hatches. Cast off from the wharf, stood down to the fort, nearly, and came to an anchor."

For the next six days the *Specie* worked down the river towards the sea, anchoring under New Point on Tuesday, March 9th. "In beating up a brig and a schooner past us, bound for Boston. At 8 A.M. we came to an anchor in the head of the harbor and went on shore and cut some wood. At 6 P.M. came on board and a little sloop past us and said that the brig and schooner was captured by the English and they expected them in to cut the vessels out of the harbor tonight.

"Wednesday, March 10th — Wind to the eastward with rain. Went on shore and cut some more wood and boated it off and stowed it away. Three English men of war lay in sight of New Point. The prospect looks verry dull of gitting out.

"Friday, March 12th — This day sot up the fore rigging and foretopmast do., hoisted in the longboat and lashed it and got ready for sea. At 3 P.M. the wind blew verry fresh from the westward, but it was so very light that we durst not go out for fear of being discovered by the English.

"Friday, March 19th — Saw an English brig lying on York Spit at 8 A.M. She got of and came to an anchor between York Spit and New Point. At 9 A.M. we got under way and beat up to the mouth of the East river, and came 2 again, and at 5 P.M. got under way and run up into Soveran river and came to an anchor again. All hands employed in catching oysters. And so ends the day.

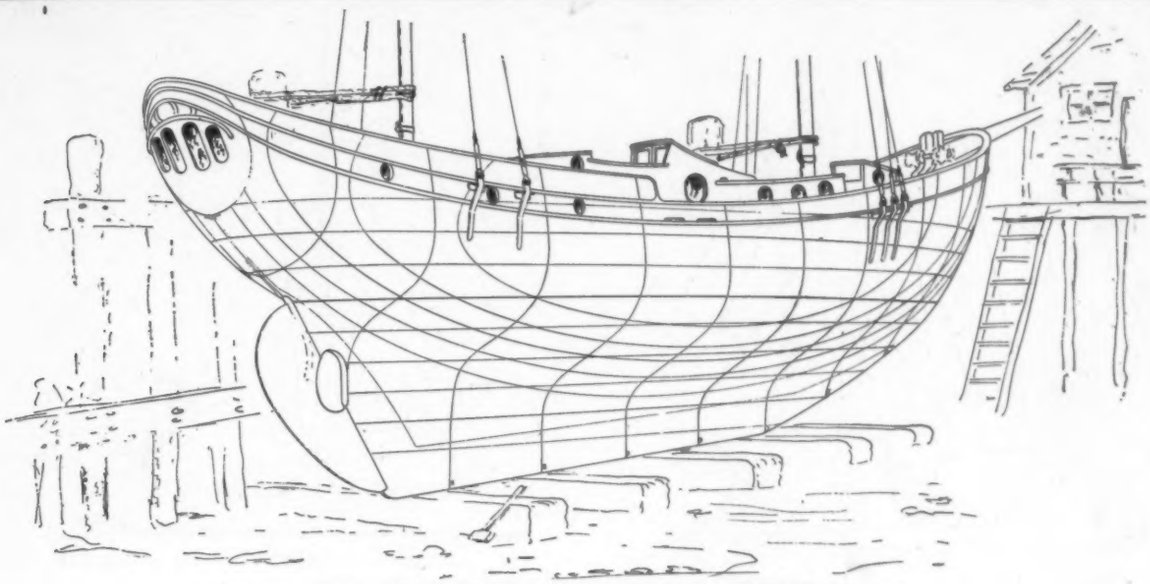
Here the *Specie* lay, day after day. On March 24th she tried to tack out, but the wind was unfavorable for getting out in the dark and she had to run back again. "Went on shore to heare the news but could not get any to put confidence in."

At 4 P.M. March 28th, Sunday, she again got under way and at noon next day was 12 leagues to the eastward of Cape Henry, as the mate judged, "with a heavy sea heaving in from the N.E." Here, then, he took his departure.

Day after day the *Specie* saw no sails, until on April 3rd she spoke a Portuguese brig, 60 days from Oporto for New York. She was out of water and provisions, and these the New Englander supplied.

"Wednesday, April 7th — At 12 saw a large ship to windward. She bore down for us and set studen sails and we bore away E.S.E. and run until 4 P.M., then calm untill 6 P.M. Then small breeze to the N.E. We saw another ship to leeward. At 7 P.M. dark. Jibed ship and halled up S.W. and tricked them both. Small breeze to the N.E. all night. At 6 A.M. no sail in sight."

Here the log ends. Whether the *Specie* was captured and taken as a prize, or whether she finally completed her voyage is not told in the log.



Perspective projection of the auxiliary cruiser *Coggette*.

Coggette

A Smaller Edition of "Nonsuch," With Many of That Ship's Characteristics

By DOUGLAS P. *and* F. WAVELL URRY

"You should have seen, man cannot tell to you
The beauty of the ships of that my city.

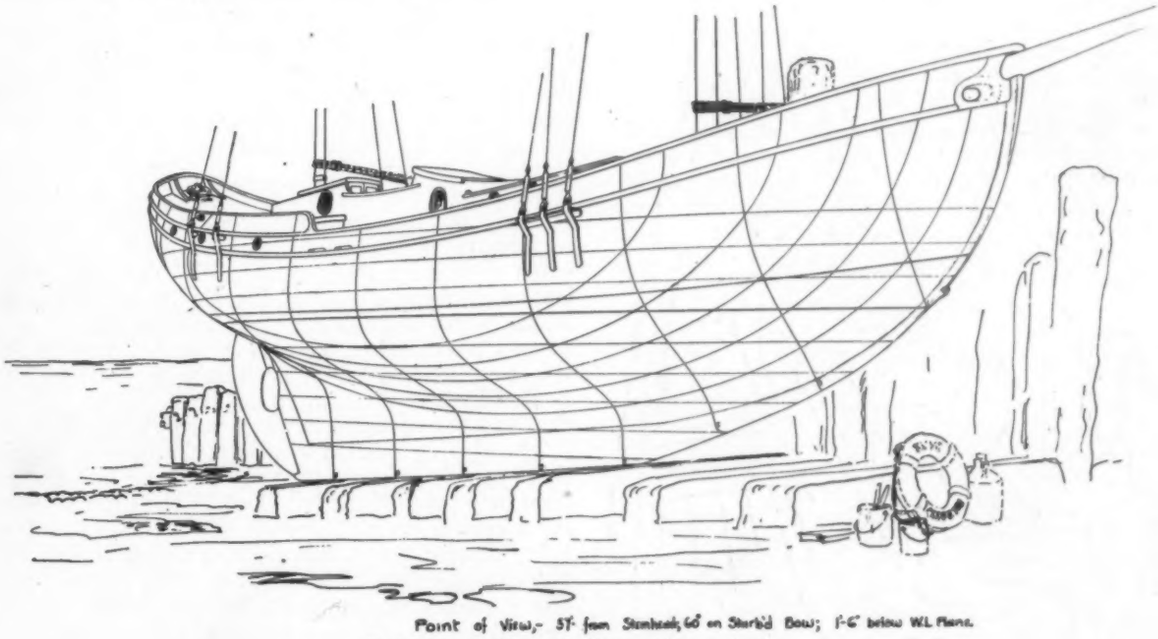
* * * * *

Now I return my thanks with heart and lips
For the great queenliness of all those ships."
— John Masefield.

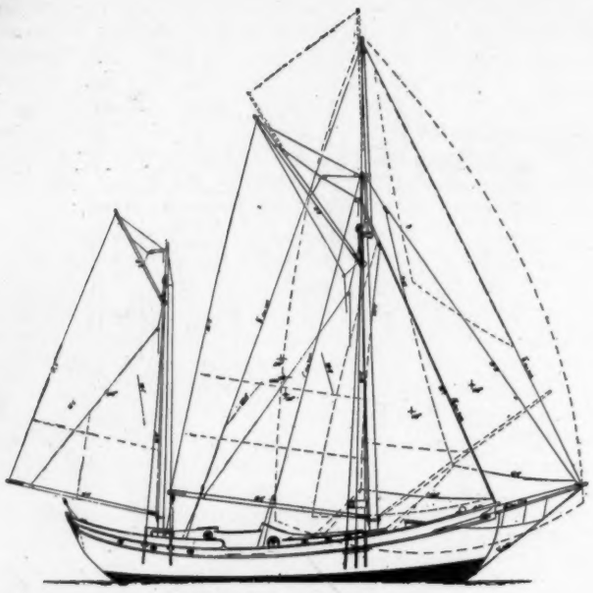
I HAVE not yet discovered exactly what a cogge might have been. Cursory investigation seems but to befog the matter, and fond curiosity perhaps were better not pushed home lest the result be unexpectedly disappointing. A learned doctor with whom the matter was discussed, was of opinion that the word is from the same root as the Gaelic "quaig," meaning a cup (perhaps also "gob," and hence, "goblet"). At least I think it was something like that and hope I have not mixed his etymology. Cogges there were, we know, many of them; references are strewn freely over the records of a certain era; too well known to merit description.

Presuming the learned doctor's theory correct, there does not at first seem much reason why such a word should name a class of ship, but on reflection the two should have certain qualities in common, of which watertightness, capacity, clarity of line, and ease of handling occur most readily.

Nonsuch was evolved from a train of thought set free



Coggette, looking aft. Perspective projection.

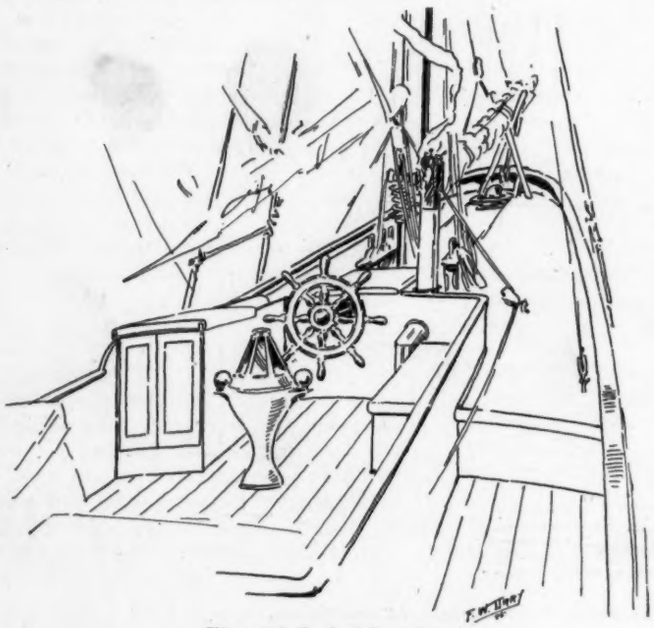


Coggette with ketch rig.

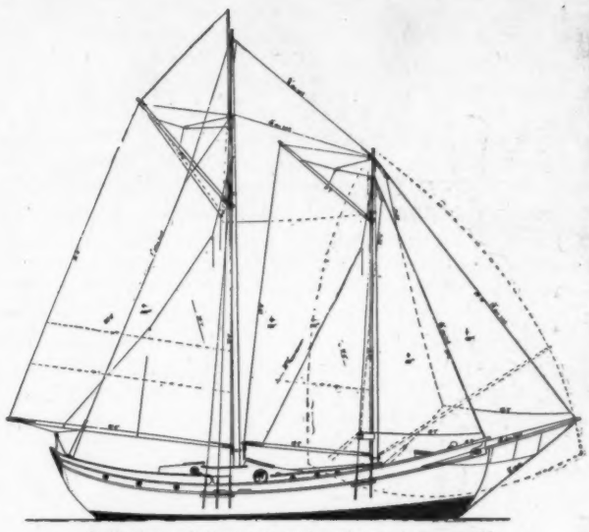
by a chance happening on the word. In her design, to get the best development of the type, a size was arrived at which best suited that type. This seemed the best way to get to definite form. Having struck the type in *Nonsuch* and designed her to 56 feet water line, there loomed pressing reasons for reducing that length to something more modest.

Looking at *Nonsuch*,* there seemed little hope at first of doing it. In fact (and this applies to any design) it could not be done. We had to begin again. There was plenty of raw material, for, while groping toward that which became *Nonsuch*, we had cast off an amazing accumulation of subluminary designs in a budding and tentative stage of development. The most promising of these were wrought over until they clicked, and *Coggette* is the result. The name suits her in some intangible way — and you can say it with a click.

In general, she is a gracelessly impudent caricature of *Nonsuch*. She is rather more plump than I like them, but her lines come out remarkably long and easy.



The cockpit, looking aft.



Sail plan of *Coggette* showing schooner rig.

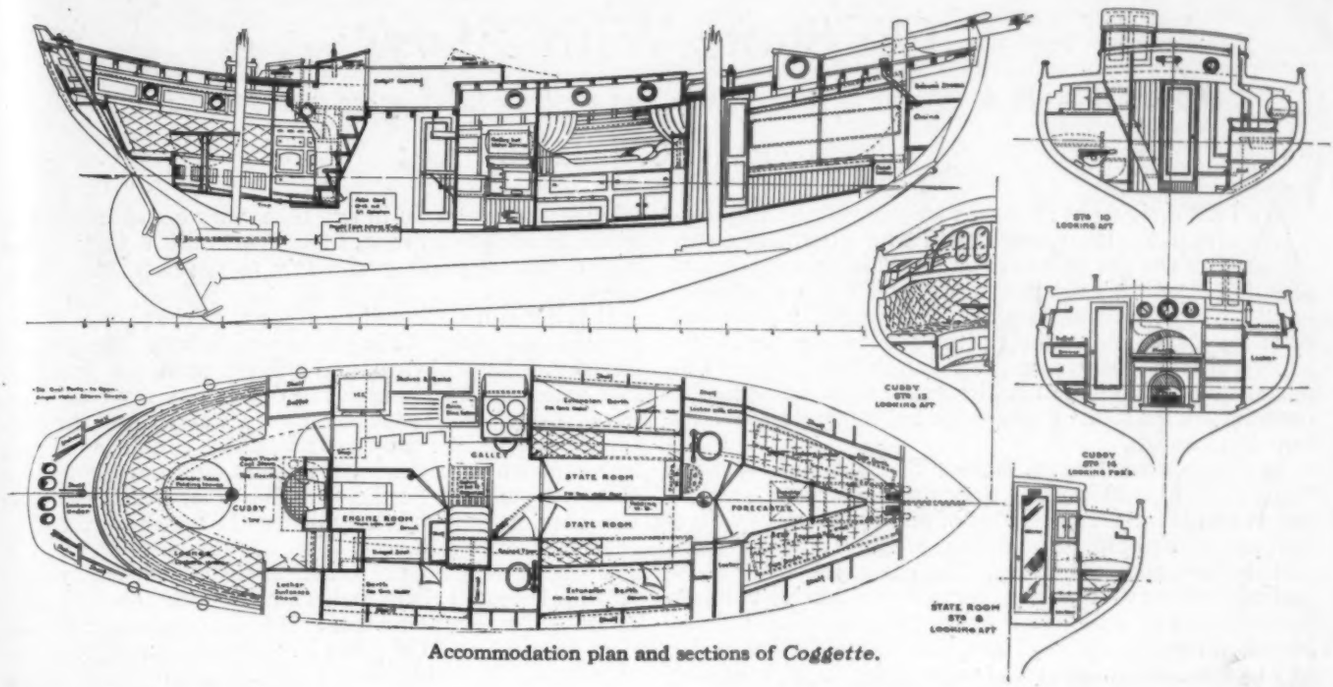
Having drawn her lines, we made two perspective projections to get another look at them, so to speak. People who make plans are in danger of becoming plan-sighted, which affliction is to forget that a plan shows a thing as it is, but not as it appears. When planning anything out of the ordinary, it is a valuable check to have that other look. A fearsome process, but it does not take so long or make such a mess as making a model. Not that the model has not its own advantages for this purpose; not that it is not a sweeter labor when the facilities are ready to hand. These two drawings we have made give a good idea of her hull. She will make a gallant little ship — but she is not *Nonsuch*.

The ketch rig has 1,000 square feet in the four lowers, and there is plenty of room for light canvas of all shapes and sizes. Personally, I think that reaching forestaysail will be worth a lot. We used one in a yawl with less lateral plane forward than has *Coggette*, and found a tremendous pull in it. We could carry it close to the wind, too, in light weather. The proper thing seems to be to design with an eye to working that reaching staysail most of the time. To design a cruiser as a racer is designed, close-winded work the first consideration, seems to me to be misdirected effort. I do not mean by this to follow Lord Dunraven's definition of a cruiser as a yacht that "will sometimes stay and generally wear," and of a "bona-fide cruiser" as one that will never do either under any consideration. There is a just value to be awarded to all points, but a cruiser should get in her best work at reaching.

We tried the schooner rig to see what it would look like. It would not be so efficient or handy as the ketch, and in appearance does not fit the hull so well. I like schooners when they have flush decks and I can walk under the booms without stooping. I may be sensitive, but the mainmast of a small schooner always makes me squint when I am steering. To this is coupled a belief that, for this size boat, a ketch is merely a schooner with the mainsail where it ought to be, and a yawl with a mizzen that can take a share in whatever luck is going.

The rigging carried down to channels is required by this type. In appearance they knit the hull and rig into one; they take off the bald look of the topsides and make for a clearer deck. Some people seem to fear for them being carried away, but they can very simply be made practically immovable objects. They ensure respectful elbow room and offer a terrible punishment to the care-

*A description and drawings of this boat appeared in the May, 1925, issue of YACHTING.—ED.



Accommodation plan and sections of *Coggette*.

less or incompetent who swipes alongside you at moorings. Boadicea's war chariot would not make a more grisly impression than those same channels in a hectic moment of crowded life.

Taken in all, *Coggette* gives promise of being a smart little sailer, able to stand any amount of driving. She should stay with a crowd of most things her size and rig, and in some kinds of going might distance a few of them, and do it without drowning her own crew on deck.

She has good broad deck space for handling gear, and the cockpit, flush with main deck, cut into poop deck, and coamings carried above house, is the solution of the arrangement problem in the type at this size. A sort of topgallant cockpit. Considering her freeboard and bulwark, a cockpit may not really be a necessity, but man is ever the braver behind a rampart.

Below decks we sorted things out to suit ourselves. There are several arrangements with not much to choose between them. Headroom comes out at 6′ 3″ amidships and a full 5 feet in the ends. Full headroom could not be attained throughout; that is a condition that had to be accepted with the length.

We had some debate about putting the main cabin amidships where there is full headroom, but finally decided to put it aft, where it belongs of ancient right. Make it comfortable enough and you don't want headroom to eat, lounge, read or write, but full headroom in a stateroom is essential. You cannot put on a pair of pants with a tranquil mind or see yourself effectively in a mirror without it. Another thing is that a cabin amidships in almost any size yacht, is merely a bloated passageway, a main avenue of fore and aft movement, which robs it of its proper character. You can only go into *Coggette's* cabin to get there; not to get everywhere.

Headroom in a galley should be four inches less than the stature of the cook, who can then keep himself *in situ* by bracing his head among the beams, maintaining full use of both hands and complete command of all the potiphernalia. Headroom in *Coggette's* galley is 6′ 3″, but the cook can always secure the proper amount by getting a large flattish object to stand on — the owner's suitcase is suggested. If the owner doesn't like this, or if he be one of those who know better than to take such things to sea, he can buy the cook a tin top hat. This is approaching the subject from the other end, but the end is the same, and the tin hat may serve as a spare utensil in peaceful periods. Why should the burlesque stage have a monopoly of these conveniences?

The engine room is big enough, when the engine is quiescent and everything is in its proper place, to serve as a square stateroom for the supernumerary who boards at the last minute. It is also big enough to hold all those necessary but contaminating articles that belong there — when they are having air and exercise as well as when they are stowed away, and leaves no excuse for them breaking loose all over the ship.

The engine is an Ailsa Craig, which combines power and compactness in a higher degree than any other we know, and so is especially suitable for an auxiliary.

One stateroom, one passageway stateroom, two toilets and the forecastle complete the accommodation. Of the general features and details the drawings speak best; words fail entirely to describe how the fireplace got there.

The requirements were for a vessel able to make an extended passage, but also conveniently arranged for a few days' cruise for a mixed party. To effect this, it is necessary to be able to navigate the ship, prepare meals, and drop down to light up a pipe without disturbing the watch below. These, we think, are attained in a quite unusual degree for the dimensions, which are 42 feet overall, 34 feet waterline, 12 feet beam — feet, not cubits—6 feet 6 inches draft and 16.784 tons displacement.

The New Sound Inter-Club Class

The following are the owners of the first 26 boats of the new one-design class of 19-footers for L. I. Sound: Henry A. Alker, Carroll B. Alker, O. M. Mitchell, J. B. Shethar, Ralph H. Hubbard, E. P. Alker, E. T. Fox, G. M. L. La Branche, C. Rednor Richards, R. W. Williams, Louis Carreau, C. H. Appleby, Samuel Wetherill, Kenneth D. Loose, Lewis Iselin, Charles S. Wills, Henry A. Rusch, George V. Smith, Spencer W. Aldrich, Ralph L. Crow, A. W. Hicks, Emerson R. Newell, J. B. Dunbaugh, George Gibbons, R. O. Haythe and H. J. Fisher.

Off Shore With *Mary*

Part II — From Hampton to Bermuda and an Eventful Voyage to Provincetown

By Henry C. Rowland

AFTER arriving at Hampton we enjoyed the hospitality of the Hampton Institute for a berth, lying up against the crib that on one side rims the beautiful lawns of this admirable opportunity for colored students of both sexes to prove their worth. Instead of listening for a bell at the end of a shoal we heard the sweet-voiced chapel chimes, this church bell the more important warning of the two, its announcement being for the safety of the soul. Perhaps the bell buoy preferred its function, though.

In due course Messrs. Robert S. Lunt and William Craig joined the ship and we secured for sea. A crew of two is ample for *Mary* on runs of one or two days with a port and all night in. But to keep properly nourished and rested there should be four. Craig is a jolly and able-bodied jack tar with war sea service to his credit and last year shipped as working guest aboard a contestant in the New London-Bermuda sail race. Lunt, a synthetic chemist at 21 years, had finished up his job, which was, I believe, the making of a sweet smell for some toilet preparation, which if unperfected would have left the boy chemist in bad odor with his clients.

We went to sea, taking a departure from Cape Henry whistling buoy on Wednesday June 3rd at 11.30 A.M.

For the first three days the winds were southwesterly and mostly light, and as *Mary* will hold her course unaided the tax of steering was not great. Sometimes for a couple of hours there would be nobody on deck at all. In this respect I'm afraid that the three of us standing wheel tricks imposed on Chase, who had volunteered to do the navigating and cooking if not required to stand any regular watch, day or night. The combination seems a little curious, but when you stop to think there has always been actually as great a discrepancy between the duties of navigator and sailing master. Here you have, in the first place, the use of instruments of fine precision, their handling, care, and adjustments that may be necessary. The rating of a chronometer, correction of sextant and compass, exact manipulation of parallel rules, course-protractor, azimuth, pelorus, all backed by a considerable knowledge of higher mathematics, the most difficult branch, which is the mathematics of astronomy. It is actually a professorial job. It is well enough to say that all you need is to follow certain fixed rules and formulae, which, as a matter of fact, is about as far as the average navigator gets. But unless he has at least a general knowledge of what he is doing, and why doing it, he is apt to get his foot in a bight.

On the other hand, you might have a splendid sailing master who does not know how to read or write and believes the earth is flat. No scholar could teach him anything about his ship, her handling . . . and the chances are a whole college faculty could never teach him the first principles of celestial navigation. Still, he might find his way round, like the seals and seagulls.

It was a nice run from the Chesapeake to Bermuda, and with a good deal that was of interest to the student of the ocean and of clouds. We ran offshore under power and sail until Cape Henry Light dwindled in the haze, then stopped the motor and drifted along with our three usual sails and a storm trysail rigged as staysail. I think we must have entered the Gulf Stream early the next morning as at daybreak the evidences were unmistakable; the water an indigo blue, very dense in shadow where it is deep in tone, though actually a very dilute indigo that requires profundity to develop into strong color.

It is difficult to describe a color note that gives an impression of opacity while yet so wonderfully transparent, like sky. I have always, and still do, maintain that this rare and wonderful color is not due to any sky reflection, nor is it obviously influenced by the character of the bottom in a depth of a couple of miles. It is caused, I believe, by a constituent of the water itself in solution, ammonium chloride, perhaps. To the sensitive color vision the blue still obtains, though faintly, when the water is in a large container, even a bucket.

There were now the other usual indications, pearly nautilæ here and there, pale amethyst and rose and opalescent, gulfweed, and when I took the temperature it had risen from 66 to 71 degrees F. The soft humidity of the air was unmistakable, and in a clump of gulfweed trailing from the chain checks on our outboard rudder a number of slim little fish about four inches long and resembling mullet swam to keep in shelter as their sanctuary drifted sinuously along. They must have been puzzled to know why all of a sudden this shelter had started off to make a passage for somewhere. At moments they would drop astern, as if in doubt as to whether it was worth while to follow on indefinitely, then seized by panic at being thus exposed, they would scull rapidly back into it again. This made me think there must have been plenty of predatory fish about; bonita perhaps, and that by trolling one of these little bait we might get a good breakfast.

Our being in the Gulf Stream was right enough, as we were, this time, about twenty miles outside the hundred fathom curve, on a parallel with Currituck Beach, about 70 miles north of Hatteras. Nearly becalmed, we went overboard for a swim, a mile and a quarter from terra firma, straight down. I did not want to start the motor, wishing to make the run from land to land under sail alone. There are two dangers never to be disregarded in offshore boating; falling overboard at night or in a gale, and fire. The first is lessened by rigging lifelines the length of the boat immediately on getting to sea; the second by keeping the gas shut off, and sponging the bilge clean every day. Forced suddenly to abandon ship by a sudden blaze we would have been S.O.L., sure out of luck, with our one little dory.

We lounged easily along with a light reaching breeze, and then at time for the noon sight we struck something that I shall ask the H. O. about, the next time I go in there. There was a little riffle on the water round us, giving its smooth surface a plushy blue. But dead ahead there now appeared a sharp line of demarcation to this, and beyond it the water lay in a glassy calm. Then, as we drew nearer to this line it showed the ripples described in Bowditch as marking the edge of the Gulf Stream in moderate weather. Here, they were rather more than ripples, a fringe of spouting wavelets a foot or more in height. Still closer, we could see that a strong current was setting to the northward against this sharp line, swirling along the Gulf weed, of which their were many streamers right here.

Plainly, here was the inshore edge of the Gulf Stream, the "Cold Wall" of the waters farther north and to the

west. But for the last few hours there had been every indication that we were already in the Stream. I promptly took the temperature, before we crossed this line. It was 71 degrees, with gulfweed and two or three Portugese men-o-war astern. No flying fish had been sighted as yet, nor were until the next day.

We cut across the line at right angles, drifting along at about a knot an hour. *Mary's* head was swung sharply to the northward. The slight vestige of breeze entirely disappeared. More than that, the sails hung aback, the current stronger than the light air moving in the same direction. Still we managed to drift well into this river running through the ocean without any washing of its fluid banks, and presently I took the temperature of the water again. Precisely the same. Same color, humidity, gulfweed, small bait, nautilæ. Same everything, and this line about 90 miles due east of Currituck Beach and about 40 miles east of the 100 fathom curve, or where that would be. Our noon position was, lat. by obs., 36–23–16 N.; long., 73–57–10 W.

If this line were the inshore edge of the Gulf Stream, then what had we been in before? And if it were the eastern edge of the stream (of which there is'nt any), then why should everything have continued to be the same? While not pretending to be more than an amateur oceanographer, I think this must have been a big back eddy, where the Gulf Stream had doubled to run against itself.

Father Neptune: "Well, look who's here!"

Flying fish began to appear the next day. These at first were few and very small, growing steadily larger and more numerous as we approached Bermuda. A black squall gave us a little drill. Smooth sea again, and the boys got out the shootin' irons and began practice on nautilæ and wing shooting at flying fish. Lunt made a center shot on a nautilus at about 200 yards, a target about the size of a dessert plate, and from the curious way in which the little sail seemed to explode I wondered if there might not be an air pressure between two translucent distended membranes.

Many people still decline to believe that flying fish actually do fly. Why the objection? He that hath wings to fly, let him fly. It would be much more wonderful if a fish could get such a swimming start as to airplane himself over a furlong in a flat calm. Watching them closely one can see the fine membraneous wings flitter in a vibratory way. Naturalists have stated that their flight is limited by the drying of the wings, but this I doubt as I have seen them fly in the rain. Besides, the membrane would scarcely dry so quickly, 20 seconds by a stop watch, in air so humid that your freshly blanco-ed deck shoes are scarcely dry enough to wear after an hour in the sun. The fish is merely fatigued from the burst of energy, I think, or over oxygenated, just as (to reverse the process) a diving bird might tire and become underoxygenated. At any rate, Nature's object in supplying him with wings to escape a surface swimming and voracious enemy has been achieved — unless some other bonita or gar or barracuda happens to be loitering about where he flicks in again, exhausted.

We dawdled thus pleasantly along, eating, sleeping, steering the boat, amusing or improving our minds. I worked a little at the limitless study of navigation, which if you keep on may lead you through infinite realms of space. As practiced it is merely elementary astronomy. The boys were glued to some half dozen of my score-and-odd of published novels, which was very complimentary and would have been even more so if there had been any other fiction abroad.

Also I made a constant study of the clouds, their significance and beauty and as happens in these waters their swift and splendid changes of form and color. Gulf Stream clouds can be bugaboos until one gets used to them. They come rolling up over the horizon, lurid and menacing and shot with hues vivid or somber, usually to billow harmlessly over the zenith and away, or occasionally squirting out a local squall, like a bursting tire. An absurd simile, but apt. These clouds are filled with faces both gloomy and gay, and the gay sort are quite as apt to smack you. The end-of-the-world-destruction-of-Pompeii sort are largely bluffs. More trouble is turned loose out of black-and-blue spots sticking up over the rim of the Connecticut shore on Long Island Sound than from any of these magnificent masses of vapor that sail over the Stream.

On the New England coast, we get accurate weather forecasts, sometimes several days ahead, from watching clouds intelligently. So also one would do in the lower latitudes during the hurricane season. At other times these huge, gorgeous, often awe-inspiring clouds are to be watched and admired but not taken too seriously. If one punctures and blows out a squall it is apt to miss you. Aboard *Mary*, in daylight, there was always time enough to grab the clothes off the line when we saw it cutting across the water for us. Years ago, when plugging down for British Guiana on a little Dutch ship, I watched a small cocoanut brig loafing along about a mile abeam under full sail with a vicious looking black squall making up over her. It seemed to me that everyone aboard her must be asleep or playing pinochle down below, and that

she was in danger of losing some canvas and cocoanuts. But not a bit of it. Just as the whitish core of the thing came buzzing across the water, she snugged up her rags and took it bareheaded, then was blotted from our sight for several minutes. The squall romped on its hurried course, and when the brig reappeared she was getting under sail again. It was snappy work for a cocoanut brig, and I think those colored gentlemen must have been showing off a little.

Aboard *Mary* our one-man watches were three hours on and six off. Four hours are too long for wheel tricks, for my eyes, at least. After staring at the compass for three hours, especially at night, the marks begin to blur and there is a sort of hypnotizing effect, as if you were crystal-gazing. You might begin to see the sort of pictures I like to try to draw; eerie mocking faces in the sea and sky. One blustery night on this run with a northwest wind bolstering a succession of big, dark galleon clouds up the hill, I had the midwatch, 12 to 3. Then, liking it and feeling wakeful I did not call my relief, partly because the look of things made me feel that I should want to be on deck anyhow, and so there was no need to spoil the next man's dreams of what he was going to do with Bermuda when we found it. So I stuck on for another three hours, during which Boreas shot over a fast one. *Mary* hung on to everything and did her little best to keep up with all that wind that was in such a hurry. But it left her flat, and when Chase broke out it was broad day and fairly still. Everything sunk beyond the horizon leaving no trace. He looked at me askance when I told him we had been doing better than seven knots. Then he shook his head and told me I ought to have called somebody as six hours was entirely too long. It is, for accurate steering and the navigator's D.R.

The day before we fetched Bermuda was calm and smiling, too pleasant to be honest, we opined. It looked as if there might be a bit of a smirk behind that disarming grin. The glass was steady enough but there were no jolly or boisterous clouds and the sun at noon, and afterwards, had a huge ring round it. The sunset was not so good, rather sulphurous, so at four the next morning, when we were becalmed, I decided to start the motor.

Lunt, a good physicist as well as chemist and expert with motors, had given ours an overhauling and found the filter clogged and water in the gas. The first condition kept repeating itself, and so to some extent did the second. Our tanks appeared to contain a mixture of swill and gas in aqueous solution, though Lunt would find "suspensic" the better word. We carried extra gas in five-gallon spigot cans lashed forward, and these had rusted leaky round the depressed top rims. But as Chase and Lunt were both snapshot motor malady diagnosticians as well as riflemen, they corrected the trouble as fast as it developed until the system of J. W. L. becoming purged and cleansed we churned sturdily along.

The motor had been started at 4.30 A.M., June 9th, and at noon Chase said that we ought soon to be seeing something beside nautilae and flying fish and pilot birds and a turtle, if the chronometer's works hadn't melted and run, like the deck glue in the forecastle, or words to that effect. I was not worried, having equal faith in that fine instrument in consultation with Chase. The chronometer had been *Endymion's*, that queen of seagoing schooner yachts in her day, loaned me by my sister. The clock had lost 8 minutes 40.8 seconds in the past nine years and some months, and was now supposed to be gaining nine-tenths of a second daily, though possibly losing in hot weather. We both took noon sights for latitude, and as my reckoning worked out within two miles of Chase's I felt pleased to know that I was only two miles in error. Also the pilot birds were reassuring, as I don't remember ever having seen these beautiful long-tailed gulls very far from land about Bermuda and the Bahamas. Chase seemed always surprised at my entire confidence in him. My answer to this was merely: "Why not, until you do something to rook it?"

At 1 P.M. he vindicated this faith by sighting a lighthouse and radio tower 3½ points on the starboard bow. We were rather glad to see these breaks in the white horizon as the flat calm continued and the big dirty ring round the sun was still there, a little dirtier. At 4 P.M. St. David's head bore 175 mag. That there be no hitch going in, the boys stopped the motor and cleaned the fuel strainer. There happened to be no pilot about just then, so we slipped into St. George's pretty and sheltered harbor without official aid.

That ring round the sun proved to be another bugaboo. They told us that old Sol quite often wore those things out there and no fuss of it.

The distances on the Hampton, Va., Bermuda Run were: calculated, 646 miles; sailed, 714 miles; average per day, 110 miles.

Even before sailing for Bermuda we had decided that it was not the time of year to keep on from Bermuda for the Isthmus of Panama, via Santo Domingo or some other intermediary port. It seemed unreasonable on several counts to spend the best part of a summer in tropical seas; exchanging northern waters at their best for southern ones at their hottest and, otherwise, worse.

There would be after Bermuda, heat and calms and high humidity, and it was getting into the hurricane season. There would not even be the comforting reflection that we were escaping slush and snow and ice and long dark days. For me, personally, there were other strong reasons for turning *Mary's* head northward from Bermuda.

Wherefore, diregarding seafaring superstition we put out from St. George's on Friday, June 19th. A strong, fair wind is a good argument against listening to legendary myths, and it was with such, and a clear sky, that we ran out of St. George's harbor under foresail alone. Lumpy outside, but things going our way for a start, at least. A trick turned early in the game is a trick you've got. Besides, I forgot about its being Friday.

Craig, on a fortnight's vacation by this time consumed, had returned to New York. But there were still four of us as I had a young Bermudan, Quentin Nearon, as cook. Quentin had previously served as vegetable cook in one of the hotels, also as cook aboard one of the salvage towboats that go out from St. George's after derelicts. He duly signed on the *Mary's* ship articles before the American Consul at Hamilton, and proved a first-rater under what were to be very trying conditions.

The Jinx who runs the Friday Sailing Department of Gulf Stream Navigation now began to give us his particular attention, proceeding to show us samples of all he had in his little box of tricks. His intentions were less malicious than educational, I should say, as he did not show us any one set for very long. Squalls of the black, white and indigo variety, sometimes of hurricane violence while they lasted but mostly of not over an hour's duration, frequently followed by an abrupt dropping of the wind, like turning off an electric fan. Tumultuous calms with crazy pyramidal seas running in every or no direction, so that we had to lower everything and lash it fast.

Mary's high freeboard, bluff bows and stern and flaring sides the length of her had their steadying effect, so that she did not actually roll or pitch or even wallow to any great degree. She proved that her equilibrium was astonishingly stable, because loose objects were not thrown about in all this turmoil. A cup of tea stayed where it was placed without spilling or upsetting. And yet the impres-

sion of movement was excessive. This was because these very buoyant qualities that make her so admirable and safe a sea-boat yet gave her an extreme and sudden vertical rise and fall. You went straight up and down as quickly as these tumbling waves did, and all of the way. Normally I weigh about 200 lbs., and I think that if I had been standing on a penny scales in my cabin I would have weighed 400 lbs. one minute, and nothing the next. This gave a curious, collapsible feeling to the legs, and made it so easy to lose balance that I tried to enforce a rule that nobody should leave the deep cockpit or go on deck at night without another person standing by. The orders were to pull the engine bell if obliged to go forward for any reason. Quentin, who did not stand a regular watch but took the wheel when we were at mess, was moved from the forecastle to the amidships cabin. Too much risk of going overboard in a scramble aft from the forecastle hatch, and there was no communication through the forward bulkhead.

Double lifelines were rigged the length of the boat. If a man had gone overboard, as once or twice I nearly did myself, later, on the edge of Nantucket Shoals, I doubt if his yell could have been heard above the swashing of water and clashing of gear. The noise of wind through the rigging was not unlike a human voice in pitch and volume, and it had me flying up on deck a number of times.

Squalls and waterspouts.

Also, *Mary* was voluble below. There were whispers, groans, laughter, steady mutterings that rose and fell with stifled giggles, and hollow choking coughs. Some of these sounds we were never able to locate or identify. Most of them we finally traced down, and were able to associate with definite sources. Hollow groans and death rattles sounded in the valvular pipes of the toilets and self-baling cockpit scuppers, and the water surging through the baffle-plates of the water tank did a good bit of noisy talking and laughter until the plates fetched away one night, started a leak in the tank and let forty or fifty gallons of costly Bermuda rain water into the bilge. I had been forehanded about such a calamity and had two 50-gallon scuttlebutts lashed on deck. These lasted us, though the strong nutgall in the new oak did not improve the tea.

Like all good sea boats *Mary* has her little individual ways, some hard to explain. For instance, she sails or heaves to in a heavy squall far better under closely trimmed foresail alone, full or reefed, and with the wheel free, than under the jib and jib-headed mainsail, or mizzen, if you like. Left thus to her own devices under the foresail, she will work her way steadily to windward entirely alone in any sort of water, slowly and naturally making leeway in steep, slashing seas, but comfortably, and holding her head about four points off the wind. With the wheel secured, helm hard down, she lies to as prettily as one would wish, forereaching slightly, about a knot an hour, I should say. But close hauled under jib and mizzen, if left to herself, she takes the wind nearly abeam. Even without the jib and the mainsheet close hauled she falls off. This sounds contrary to what one might expect. But, say what you like, there is more drive in a boom-and-gaff sail, and it is more resilient. The wind striking *Mary's* high side is shunted upward, so that the foot of the sails do not catch a great deal, just as the wind is shunted over the head of the watch officer on the bridge by the weather cloth that may not reach his chin. It is the hard drive in the upper third of the foresail that luffs her.

So much for technicalities. We are still walloping window-blinding through alternating squalls and calms and absurd shapeless seas, and Chase is complaining that there is some sort of a parakeet or marmoset over on the engine room locker side at the foot of his bunk, the busted baffle plates are doing a jazz kettle-drum accompaniment to the vibration of the chainplates against my ear, as the wind tunes up the shrouds, and every tin pan in the galley is scraping its fiddle on the bulkhead. We pile them in the kitchen sink. Quentin, in the forecastle, might as well be going over Niagara Falls in a barrel. And so we bucket into the third day out and find that by noon we have climbed up the ladder of the latitudes a little better than four rungs, or about 250 miles, with westing to keep us on our course for Boothbay Harbor, Maine. Not so good, but on the other hand not so bad for summer solstice weather in the Gulf Stream.

At 5.30 P.M. the wind dropped dead, rather suddenly. A puff and *finis*, down and out for the full count. Quentin, at the wheel, came to the hatch to report that the ship was in stays, he didn't quite know why. What fooled him was that the fairly heavy swell was so slatting the sails, held by sheets one side and boom tackles the other, that *Mary* was making her own breeze, and quite a lot of it. The intermittent puffs fooled me for a moment or two, when I tried to get her headed right.

Away to the southward a huge heap of cumulus clouds that were snowy on their heights, then creamy, rosy, mauve and slanting down into a stratum of slate. This extended horizontally about a degree above the horizon and appeared to have the makings of trouble in it. The sun was getting low, and Lunt was remarking that he never remembered having seen the sun set absolutely clear in open sea, as it promised to do. (*Continued on page 74*)

Comment on the Fastnet Ocean Race

Editor of YACHTING:

I HAVE been much interested in the comments in YACHTING upon the Ocean Race which took place here last August. Possibly some remarks made from the point of view of one of those who sailed in the race, and took a part in the organization of it, may be of interest to those of your readers who have sailed in ocean races themselves. I write as giving a personal opinion only, but I think that in the main it is that held by the majority of the members of the Ocean Racing Club.

To begin with, then, I think that the attempt which we have made this year to organize a series of annual ocean races, sailed over a standard course, and under such special rules as seem necessary for this particular form of racing, is entirely due to the development of ocean racing in America. It seemed obvious that a sport which appealed strongly to your amateur sailors would appeal to ours also; and in this event this proved to be true. I believe that everyone who sailed in the race came ashore afterwards feeling that he had had the best sail of his life.

The immediate cause of the race having been started this year was that we heard that an American yachtsman was coming over to challenge us, and we felt that we must do our best to give him a good race. We were disappointed when we found that it was impossible for any American yachtsman to come over this year, but, personally, I think that it was a good thing that we had no international competition in this first event, for it gave us time to find our feet, to discover mistakes which are inevitable in a new venture, and in particular to show our yachting public that a 600-mile race is both practicable and enjoyable. This, I think, we have now done.

The main objects which we kept in view when framing the rules were: (1) That it should be possible for the owner of any well found cruising yacht to sail in the race without incurring great extra expense. (2) To ensure that as large a proportion of the crews as possible should be amateurs. (3) To provide a course which really necessitated ocean sailing; and (4) To frame a measurement rule which would favor yachts of true seagoing type.

It was on account of (1) that we decided that yachts should only be allowed to carry canvas for which they had been measured by the rules of our Y. R. A. Thus there is no reason why a man should not carry as many fancy sails as he chooses, but if he does he must pay for them in both senses. (2) — The number of paid hands was limited to that which the fo'c'sle was designed to accommodate under ordinary circumstances. This regulation did not deprive an owner of his men just at the time when he most needed their help; but at the same time, there is no difficulty in deciding the number which can normally be properly accommodated in a fo'c'sle. Cot and locker arrangements tell their own story. (3) — Of the 600 miles of the course about 150 are sailed in mid-channel, 100 near the coast, and 350 out in the Atlantic. (4) — A premium was put upon good free-board, moderate overhangs, and generous displacement. The last was included because good displacement tends to comfort, both in easy motion in a seaway and in accommodation for the crew.

Personally, I hope that in time we shall arrive at a rating rule to which it will be possible to build yachts which will combine to the highest degree speed and seaworthiness, — ocean racers in fact. At present I can call to mind very few yachts in this country which seem to me to be exactly what is wanted for the special purpose of ocean racing. Too much speed is sacrificed in cruiser design, and too much seaworthiness and seagoing comfort in racing design; although in making this statement I feel that I may be asking for trouble.

As regards the Fastnet course over which we sailed, I think that all the competitors agreed that it would be difficult to find a better. This year we experienced an unusual amount of calm and variable wind, and the result of the race can hardly be said to prove that one boat was the best, or to have made it possible to judge accurately of the working of the rating rule. Under average conditions I believe that the course will have the characteristics of your windward and return courses, and so will afford an admirable test of the sailing qualities of the yachts. I believe that it is the wish of the club that we shall continue to sail this course, which has several very practical advantages; and the Challenge Cup which the club possesses was given for annual competition over this Fastnet Course of 600 miles. That distance was chosen in order to put the race on a par with your Bermuda Race.

Of the question of the type of yacht most likely to win a race over this course, I believe that the fastest under average conditions, which might include several hundred miles turning to windward against a fairly short sea in the English Channel and a long one in the Atlantic, would be about the maximum length (50 feet) upon the w.l.; say 49 ft., and with a forward overhang of about three feet and a moderate counter. The beam would be very moderate, possibly 13 ft. to 13 ft. 6, and the draft 7 ft. 6 to 8 ft., with perhaps two-thirds or three-quarters of the lead upon the keel, which would be long and in one fair, convex sweep. As far as my experience goes that is the type which will do best in working down channel against westerly winds and sea.

On the point of rig, I fancy the cutter, for this course, is the most efficient. When sailing to windward and jumping into a head sea the big mainsail has more driving power when the sheets are eased a little than a sub-divided sail plan; and when running she scores in being able to set a very large spinnaker. Reaching, I believe that the schooner rig is more efficient. I know that your schooners of the "Malabar" type are most formidable antagonists, but for this particular course I should regard one of them, cutter rigged, as the most dangerous of the lot. In framing the rules any time allowance for rig was purposely omitted in order that every craft might sail upon her own merits of speed and ease of handling combined.

This year I was fortunate enough to win the race with *Jolie Brise*, a 44-ton cutter, originally built as a Havre pilot boat. She is approximately 57 ft o.a., 15 ft., 9 in. beam, 48 ft. w.l. and 9 ft., 2 in. draft; and she carries 2,400 square feet of sail. She is a very comfortable cruising yacht, and for her type has a very good turn of speed; but as you will have gathered from what I have written, she is in my opinion much more of an ocean cruiser than an ocean racer, and I have no doubt that if I could afford to ask Mr. Fife or Mr. Nicholson to build me an ocean racer of about the dimensions I suggested, I should get a boat which for ocean racing would be superior in every way. Ocean cruising is another matter, and for that purpose I really do not think that I could improve upon my ship as she is — 15 ft. 9 in. beam with two-foot bulwarks all around wants a lot of beating at sea upon a dark night.

I hope very much that before long we may have

(*Continued on page 80*)

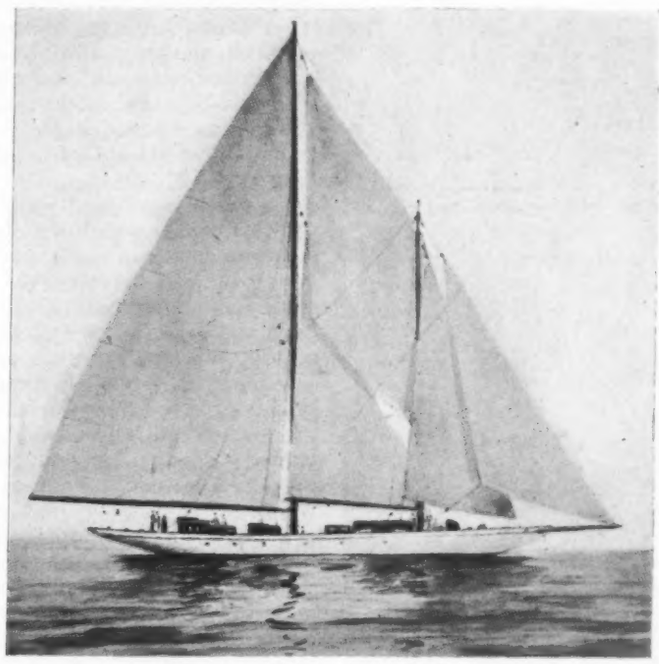
[This article, by E. G. Martin, Commodore of the Ocean Racing Club, who was largely responsible for the success of the first ocean race in British waters in many years, should prove of especial interest to offshore racing and cruising yachtsmen. The Fastnet Race has been scheduled again for August, 1926, and it is hoping that some American yachts will be found at the line. Details of the race can be had by writing the editor of YACHTING.]

A New Racing Schooner for New England

By WILLIAM UPHAM SWAN

DRIVEN off the Austrian Tyrol by strenuous weather, George L. Batchelder, a Boston yachtsman, whose *Dorello* sloops won championship honors before the war, stumbled last summer into a picturesque shipping port on the island of Lussin on that side of the Adriatic that, off and on for thirty centuries, has been the coast of Illyria, and there found an energetic and enthusiastic Dalmatian yachtsman and boat builder, eager to match his skill and craftsmanship with the rest of the sporting world, America, England or Norway. So next season the white Batchelder pennant with its red band and white star will snap from the main truck of the first Italian-built yacht of large size to fly the American flag. The new racer will be a Class E schooner, built by Niccolo Martinolich of Lussinpiccolo on the island of Lussin, now a part of Italy, from lines and specifications by Prof. George Owen, of the Massachusetts Institute of Technology, who designed several other Batchelder-owned boats.

The new schooner will rate close to the *Advance*, and like the famous Norwegian-American production which was the sensation of last season, will hoist an arrangement of staysails even more radical than those which the Lawrence schooner apparently demonstrated in half a dozen races to be the fastest sail plan yet devised for a two-masted vessel.



The new schooner *Dorello III*, designed by George Owen for George L. Batchelder, of Boston. She is expected to be in the racing on the coast next season.

The yacht, which will be built of Austrian steel, was laid down late in December in the Martinolich yard. If nothing hinders her launching early in May, she will come straight across under the command of her builder and will race in the squadron runs next summer of the Eastern and New York Yacht Clubs. Otherwise, Mr. Batchelder will join the yacht at Lussinpiccolo in June and spend the summer in the Adriatic and the Mediterranean and the winter in the West Indies, postponing his meeting with his American rivals until 1927.

In the meantime Mr. Martinolich is making a brief visit to these shores, and as a guest of Mr. Batchelder is inspecting American yards and yachts in the east and interviewing designers and yachtsmen. He returns in March to complete the schooner, which he claimed was progressing favorably when he left the Adriatic.

The ill wind that blew Mr. Batchelder off the Tyrol and down into Venice wafted him into good hands on a south bound steamer, whose English speaking captain, learning that there was an American yachtsman on board, urged a stop at Lussinpiccolo and a chat with Martinolich. Mr. Batchelder remained more than a week at the little Dalmatian port, sailing on the Adriatic with his host, and closed his sojourn by placing an order for a 55-foot rating steel schooner. A cable set George Owen bending over his drawing board in Boston, and when Mr. Batchelder arrived home the yacht was waiting for him, on paper.

Mr. Batchelder found Niccolo Martinolich a keen, genial and well-read Italian, with a college training, 35 years old, a member of the Royal Trieste Yacht Club, a close student of American and English yachts, and possessing an English naval architect's certificate. The Adriatic yachtsman was familiar with the latest developments in yacht architecture on both sides of the Atlantic, had watched the rigging of the schooner *Queen Mab* three years ago with the first jib-headed mainsail, and the staysail revolution launched last year by the *Advance*. His investigations in this country are, therefore, from the standpoint of an expert.

But returning to the new boat. The *Dorello III* will be 95 feet overall, 67 feet on the waterline, 18 feet beam and 12½ feet draft. She will be strongly built of steel and will be about the slimmest of the American racing two-masters, with a stem that runs almost straight to her short but easy keel, somewhat abaft the midship section.

She will be modern from stem to stern, and from pinrail to truck. Her layout is up-to-date in every respect, with sunken bathtubs, large staterooms, plenty of ventilation and every convenience.

Her mainsail will be an ample jib-headed affair on the usual Marconi mast with track and an unusually long boom. It is forward of the main that Owen has gone farther than the previous designers of the staysail rig, for, with a stubby foremast, he runs his maintopmast stay straight through the fore truck to the end of the bowsprit, and on this long stay he proposes to bend one of the greatest ballooners ever carried by a racing yacht, taking in the entire triangle. The maintopmast staysail is larger than that carried by the *Advance*, and three sets of tracks on the foremast will permit the setting of additional staysails. The yacht will have the main staysail with a boom, but will carry only two jibs and perhaps at times only one, like that on the old *America*. Yachtsmen who have learned of the *Dorello III's* big ballooner are agreed that it should carry her along at a tremendous speed in the many reaching runs of the Eastern and New York Yacht Club events.

Professor Owen is enthusiastic over the staysail rig, but he claims that this revolutionary event has just begun, and that yacht designers will soon find a way to more

(*Continued on page 82*)

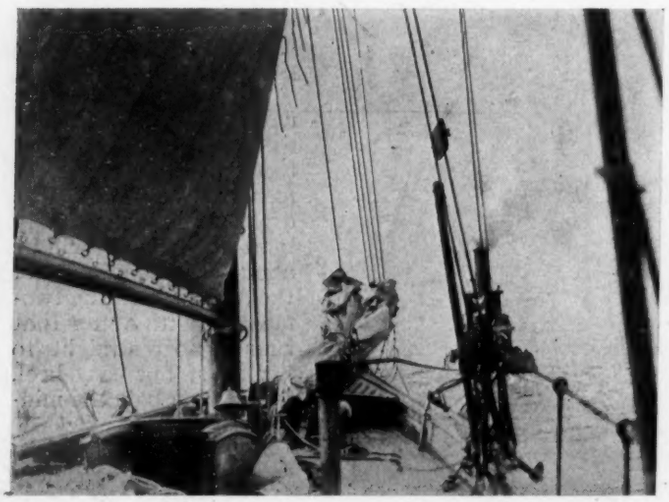
The Cruise of *Diablesse*

Part IX — The End of the Cruise — "One, Two, Three . . . and Belay!"

By FREDERIC A. FENGER

"Call all hands to man the capstan,
See the cable run down clear — "
— *Rolling Home.*

WE were up for a week on the ways at Nassau, where every seam from garboard to rail was rove out and recaulked; and when we came down again *Diablesse* was tight as a bottle, her bottom and topsides all new in green and black. And happy as larks we were, once more to be afloat without constant pumping to keep her so. The turn of her bilge was a'run again with the eager little seas of the anchorage and she'd start a'questing whenever the tide changed. It was high time we were hoisting our jib for home.



"A shoddy little tug came from around the Battery and offered her line—at a price."

There came the small bustle of watering ship and getting stores aboard. We now learned that our ex-pump watch whom we had shipped on our arrival at Nassau and who had managed to attach himself to *Diablesse* for the remainder of our stay in port, wanted to ship with us for the run to New York. As easily done as said, one thought, but he must prove that he was a British subject, and for that a birth certificate was needed.

"How old are you?" asked the skipper.

"Eighteen year, sur."

"Well, and by all the little barnacles we've scraped off our keel, you look thirty! You must have led a damp life ashore."

"Yassur."

"Where were you born?"

"Me muddah allus libe in Sin Matt'ow Parish, sur."

"Then all you need do is to go to the church and look up the records for '97, or thereabouts."

As this was shortly after breakfast on the day before we were to sail, James was promptly hustled ashore with some extra shillings to speed him along in a gharry.

The sun had gone over our mastheads and was well down the other side when at last there came a hail from the dock. James must have been spending his gharry money for rum. We could see, even from a distance, that he appeared to be agitated. And when he came aboard his eyes were wild. Yet there was no odor of rum about him. Fred was grinning like a rope-sawed bollard.

"And now what's the matter?"

"Wha's de mattah, sur? W'en me leab dis ship dis marnin', sur, me name wuz James Pindah, sur. But me muddah *hab* no chil' w'at is call James, by Mistah Pindah. *Plenty* odders, but no Jamesis. So de clark she tink she look back er li'le, an' dere wuz mo' chillen — by er nuddah husban' call Mistah Alfred. *Me muddah mus' a bin er busy lady*! Dat wuz to'd noon, an' me chyangin' me name an' gettin' oldah all de time. Come ter Augus', in *eighty-seben*, sur, an' we fin' James Alfred, baptise on de sebenteent. Dat mus' be *me*!"

"Well, that was all right, wasn't it?"

"Nossur, dat ain' aal right. Da's me name, James Alfred, w'at stan' in de book. But it shoulda be *Smit*'! Dat dyam woman hab me by nuddah man w'at call Jeremiah Smit'! *Me get so mad wid me muddah me coulda shoot mese'f*!"

To sooth his ruffled feelings, we gave him a snifter o' rum, or two — which we thought he rated after shifting fathers a couple of times and dropping ten years out of his young life, all between 'de hin' side a breakfus' an' de comin' side a suppah', as Fred put it. The next morning his name was entered on our papers and at noon, the 18th of May, we stood out across the bar.

Whatever its past failings had been, the trade — fast growing old for this year, and a bit indulgent — was giving us a grand send-off at better than six knots. It even leaned back just far enough into the sun so that with a good full we could weather the canting shore of Abaco which was springing our course for Hatteras slightly to the east'ard. Too indulgent, almost, for the skipper was beginning to suspect that it might be conniving with some slow-minded northeaster from around Hatteras to give us a bit of a spanking. Blow high or low, we weren't caring a rope yarn — so much so that the mate has no recollection, whatever, of our heaving to for a matter of six hours when we did run into the edge of a snorter the day after we had cleared Abaco.

Toward evening the horizon along the north began to thicken with mists and rain squalls and as we drew up on the southern tip of the island we made out a suspicious looking tramp feeling her way out from the west'ard. By the black smudges all down her gray and rusty sides we knew her for a collier not long out of port and we were wondering what she was doing here, out of the regular track, when we saw her turn and snoop in under the lee of the island. Perhaps she'd be having a gam somewhere in the smooth water, with a Hun. For it was an ideal night for a rendezvous and such things, we heard, had been going on among the islands, of late. We were almost tempted to follow her in for a look-see, but decided that the game was not worth the idling, and mindful that a darkened ship might be about, we stood on in the night having given our running lights an extra trimming. And that was just as well, for at 10 o'clock, when the skipper was taking over the wheel, we suddenly made out the loom of a cruiser standing almost athwart our course. She had seen us first and was already turning, and as we slipped by, the beam from a low power search light was leveled upon us from her after platform. Oh, very politely, for it was almost immediately dimmed in order not to

blind us, while we made her out to be our old friend the *Sydney* whom we had met in Castries. We heard later that she had reported us back to our friends in Nassau.

Four hours later we were abreast of Elbow Cay and soon after its light was fast dimming off the tip of our main boom. It was our very last farewell from the West Indies and nothing but open sea lay between us and Hatteras.

As dawn broadened into morning we knew that we were in for a blow. The wind was hardening and the sun came up with a sullen glow that turned coppery and then silver as he rose into the high mist above the driving clouds. Our barometer, to be sure, had given no warning, for often it is a laggard, yet it was that high thin mist — not greasy, but so fine that it was almost not to be seen — which gave the silvery glint to the light, and foretold of more wind to come. At eleven the wind suddenly chopped around into the north and we came over on the port tack so that if we should be forced to heave to we could range away from the low reefs and cays stretching away to the west and north along the edge of the Little Bahama Bank. The sea was now rapidly becoming so confused that *Diablesse* was making hard going of it and we were on the point of shortening sail when as suddenly the wind veered into the east'ard again and once more we were romping along on our course. By 5 o'clock it was blowing half a gale, and we turned a reef into the mains'l. Soon the fore and jumbo were handed. In the second half of the mid-watch the wind was beginning to drag the tops off the seas and at 3 o'clock we got her on the port tack and hove to with the storm trys'l on the foremast. The elusively fathered James, who was of no use at all, was beginning to mumble his regrets that he had ever left his beloved Nassau. "Squeeze me libber!" comforted the conch, "we ain' bergin ter blo' 'way sails, yit!"

Yet the squall was of short duration, moderating toward 8 o'clock. Shortly after we brought the schooner around under jib and double reefed mains'l. But it was still blowing too hard for us to sail close hauled and, as the eye of the gale was now passing off to the east'ard, we eased our sheets to work around it. Even so, the close-reefed mains'l proved too much for her and we were forced to replace it with the trys'l. All that day, the 20th, we tore aslant the long seas with the wind just forrad of our beam, while the sun broke through from time to time, making silvery patches of Devil's Smiles, cold and cheerless as one sees them in paintings of storms at sea. Somewhere a bark should be laboring under reefed tops'ls. On the 21st we were rapidly coming back on our course again and at noon the sun broke clear for a "snap shot" which put us some 40 miles above our dead reckoning. We had been inside the outer edge of the Gulf Stream for about 36 hours. The following day we managed all plain sail and at noon the skipper announced that we should be picking up Hatteras light vessel by 4 o'clock.

Perhaps that was a bit of a rash guess, for this second meridian had been none too good, nor the forenoon sight, and the skipper's watch had but indifferently been rated when we were in Nassau. Yet, it is a looby navigator who won't stick to his fix. Eight bells went and the horizon remained as bare as ever since we had left Abaco. One could see that James was putting down the skipper for a cheerful faker, while Fred swore by all the whelks he had ever cracked open, that the lightship must have sunk through sheer cussedness. Fifteen minutes had gone by when, no longer being able to contain himself, the conch started up the foremast. But he had gone up only a few hoops when he came down again, with a yell. And then we saw her from the deck, a couple of points off the port bow, rolling as though the cage must fly off her mast at any moment. A wee triumph that, making our landfall so handily, yet it was almost immediately tinged with a wee feeling of regret, for it meant the closing in of the end of a bully cruise.

"Din' I tole you she be dere? Odderwise she be sink?" In answer to which the wondering James peered first at the reeling ship and then at the skipper, and shook his head over it. Yet a doubt presently crept under his woolly pate and showed on his face, and he was heard to question, "But w'en de skippuh take dat ting w'at he squint de eye in, he ain' look in de direkshan w'ere de light wessel shoulda be. He look de *odder* way, sout' like."

"Laard, mon," from Fred, "dat ain' no *lookin'* glaass w'at he hol' in he han'. Da's er octint w'ich ketch de sun by de lowah lim', like, an' tells how far we gettin' frum undah him. Den de boss go down an' figger, an' by-um-by he meke er li'le myark on de chyart an' sez, 'Here, by Gowd, is w'ere we is!'" Complete vindication!

With the wind now falling to a mere breeze we soon left the lightship astern in the dusk and sailed on into the night with our baby fisherman a'bulging its cheek toward

"Back again at our old berth by the Life Saving Station, after an absence of one year, eight months and eight days."

the light of the growing moon. In the morning the low coast of North Carolina was showing on our port beam and as we drew in toward Cape Henry the land draft brought out the warm smell of pines — tangy and heavenly to our homing noses. "A nice rosy apple, now," said the mate, "and I could die happy."

"Shined on the pants of a Dago. What? But for that you'll have to wait till fall — and we aren't home yet." Which was another wild guess that we might still be having our bit o' grief.

Light westerlies toyed with us all the way up the coast. Off Winter Quarter we gammed with a fisherman who told us that the Stokers had licked the Terrapins three to two the day before, and gave us a bucket of herring in exchange for a snifter of Santa Cruz. Oh, yes, and war had not yet been declared nor was it likely to be for some time to come. Along Five Fathom we ran through a fleet of hand liners lazily riding to their long warps. Jaunty and trim and able and smooth of plank, such as we had not seen since we had spoken one of their kind when we had romped into Charleston on our way down. In the early light of Wednesday morning we were elbowing the garish front of Atlantic City around our quarter and with luck should be snugged under Sandy Hook by dark. In time Sea Girt and Long Branch sidled by and all hands were beginning to conjure up a down anchor grog — and the night in. But as it fell out —

We were edging in along Navesink — with only five miles to go — when the whip-crack came. It was not as though we hadn't been expecting something of the sort, for all afternoon one could see with half an eye that something was herming up in the northwest. But it would be a mere puff, we were thinking, to give us a hand around the corner of Sandy Hook. And when it rushed out from under a line of hard black cloud, we were ready for it, with sheets trimmed and the fores'l already handed. For ten minutes it blew hard enough, in all conscience, while we took the smell of it on the inshore tack. Then with a buffet that laid us on our beam ends, it chopped around to the north and ramped like an angry strumpet. By that shift our weather shore had gone a'whistling and now we were close upon the beach, hard pressed enough, while the tide, running like a mill race, was weather-bowing us. Our deadeyes were still in the boil, and for a minute or two it became a question as to whether the skipper could bring *Diablesse* about in that unmannerly blast and welter of steep rising seas. Twice he failed and was on the point of lowering everything to run off, when a bit of a lull came and around she fetched, like a lady. Caught napping, there, and the owner swore that the next time he took a smell o' squalls, he'd do it on the offshore tack. Yet there was a mite of salve to allay his frayed reputation when, the next day, we were told that a fisherman who in like manner had held in for what he thought was going to afford him a bit of a lee, was driven hard upon the beach some miles below us.

The skipper of the *Diablesse* on her long voyage. Frederic A. Fenger—himself.

The air, blown out from under the skirts of an abnormally late spring, had turned very cold — bitter to us — and the wind, coming harder every moment, scamped through our thin clothing and wrapped its freezing embrace around our sensitive skins. The jumbo was now handed and for a cruel mile *Diablesse* clawed off valiantly, staggering at times with her cabin side in the swirl a'lee. Word was given to get in the mains'l, and the mate jogged her off under the jib while we turned in the second reef. Then back at the wheel again, to baby her as Fred and James took to the halliards. But they were well-nigh perished fromthe cold, more especially James, whose nerve had gone to loo'ard with the shift, and it was a nip and tuck job o' work for them to get up that thundering canvas. It was half made when a sea, coming in over the bow, formed a bore along the lee waterway and "rassled" a turn of the sheet off the bitt. The sheet started to go out on the run. By the merest chance the return wash brought the free end within grasp of the mate who grabbed on and hove up chock-a-block against the bitt. And there she sat, waist deep at times, hauling in and holding a turn as, little by little, the schooner was brought nearer the wind. Had it not been a new sail it would have blown out through the bolt ropes in those shakings. But it held, and when the halliards finally were swigged up, the two Bahamans tailed on and brought it home.

Diablesse was taking it more kindly now — all snugged down under the close reefed main and jib — and the seas, though mounting, were easier except when the wind, coming out from the more level stretches to weather, cut off the tops of the high ones and raked us with flying water. A merry night for polishing off our run from Nassau.

Fred now took the wheel while the skipper went below to dry his skin and get into the heavy clothing which the mate, in a reek of camphor from hundreds of moth balls that popped about her like tiny rockets, was frantically breaking out from a chest in the stateroom. Even so, it was a chancy business, this leaving the wheel, for the conch's fingers were so numb that the spokes would kick through them and the schooner come up all a'prance and shovel up a ton or two of water over her bows before he could palm her back again. There remained no choice, then, but for the skipper to take her through the squall, or until he could fetch her into the smooth water under the Long Island shore.

One might easily make heroics of that night, yet aside from the discomfort from the stinging spray which continually drove into the skipper's eyes, it was glorious. The clouds were now blown clear of the sky and above the rush of the dry gale the stars quivered as though brushed by the wind itself. The moon wheeled up from the hurly-burly of the sea, almost full and strangely serene. *Diablesse* plunged, and fought, and bucked, and when she caught the hollow of a cresting wave in the jole, her sturdy nose pole would wabble as though there were nary a shroud nor bobstay to keep it from breaking off like a carrot. And the impact would send a curtain of spray half-way up her masts, and what drummed into the mains'l would go a'whisking off the leach like smoke frisked from the lip of a tall chimney in a high gale. After two hours she was brought about, Fred tending the jib sheets while the mate stood by the back stays.

Another two hours found us close upon the entrance to Ambrose channel. A short hitch, and we might have tried it, but our New York harbor chart was three years old, and even if the skipper could have taken time to use it, the risk of getting into trouble among a mess of new lights seemed too great. James was now long past using, the mate was almost done in, while Fred was so numbed from the cold that he could no longer be counted upon, even in an emergency. And just to tease us, a self-righteous steamer bustled out from that mess o' lights in the lower harbor and stood down on a southerly course. Running almost square off, she hardly rolled, but it would have been another story had she been nosing into things. The skipper thumbed his nose at her ugly stern and ordered the schooner about.

Morning came apace. It galloped over the horizon, hard driven by the scandent sun, and charged inshore over the new-green hills of Jersey. And we were following it in with eased sheets. Long Island smiled from across the smoothing water to weather, and Sandy Hook, all trite and trim and government paint, beckoned from around her elusive elbow. The air was October crisp and all early rising New York would be walking briskly to the exhilaration of it. Stiffly, like marionettes with human ailments in their joints, the Bahamans got themselves up from the crew's hatch and hoisted the jumbo and fores'l. For the squall had shot its bolt. The Charlie Noble was fumbled into place atop its water deck iron and presently thin blue smoke breathed alee from its battered head. Hot buttered rum for all hands and the reefs were shaken out of the mains'l in brisker fashion. We now discovered that several lights had been blown out of the heads'ls. Little enough toll for that breeze o' wind, and as we nosed into the channel the skipper came off watch whistling, and went

(*Continued on page 76*)

The Equipment of *Alice*

Attention to Detail Makes Her an Ideal Cruiser

By HENRY HOWARD

IN each folder of the special chart case I had built for *Alice*, the charts are arranged in their numerical order or, in the case of harbor charts, from Portland to the southward. In each folder I keep a single loose leaf of the same size and material of which the folder is made and this marks the position of the boat on the coast. For instance, take the harbor charts; suppose I am at Philadelphia, the chart which I am using is out of the folder and its place taken by the loose leaf so that all harbor charts for points north of Philadelphia are on top of the loose leaf and all to the southward, underneath. It is sometimes very important, perhaps in an emergency at night, to be able to lay your hand instantly on some chart you had not anticipated needing, and this simple system enables you to do so.

The berth in the saloon is concealed by a light green silk curtain in the day time and a dividing curtain, like a sleeping car, is provided for the saloon at night when my son and daughter are occupying this room. The passageway connecting the galley with the saloon may be used as a dressing room by simply shutting the door to the galley and, together with the saloon, makes a very comfortable suite for those occupying the latter.

Store Room: Forward of the toilet room, and also opening out of the passageway, is a large, well-ventilated and well-lighted store room, an invaluable feature for long cruises, as it will hold a great stock of supplies besides making places for the numerous empty bags and suit cases that are apt to clutter up a small boat. It is shown in plan and elevation drawing No. 2 (see November issue).

Galley: The galley, as is true of the rest of the boat under the raised deck, has a six-foot headroom in the clear under the deck beams. It is ventilated by three 6-inch ports in the forward end of the house or raised deck, two 8-inch ports on the port side and a skylight 24″ x 24″. An ice chest which will carry in the ice compartment 300 pounds of ice is sufficient for five or six days in the Bahamas.

The galley stove is of the kerosene pressure type mounted on gimbals over a galvanized semi-cylindrical steel pan, the latter being designed to catch any boilover or spills and adding greatly to the cleanliness and safety. The detail of this mounting, which is suitable for any of the primus type of stove, is shown on drawing No. 14. The stove is kept upright by a lead weight of 60 pounds. The swinging part of the stove is only held in the setting by gravity and may be lifted out at any time for cleaning. Each fount with its burner is separately removable from the stove without removing the latter from its setting. A portable oven is used for roasting and baking. Of course, no matter how much the boat heels, the stove remains level. In fact, our steward cooked all our meals in the previously mentioned rough weather which was encountered in crossing from Havana to Key West, and the rack for the table already described successfully held the dishes and food on the table while we were eating. I am inclined to think that many larger yachts would have omitted hot meals in similar weather. The only difficulty with the stove was encountered in a sharp, short sea when at times it would get to swinging violently. This has been overcome by the addition of a friction brake that allows the stove to swing to a level position but checks all violent oscillations. This is also shown in detail on drawing No. 14.

All the lockers in the galley that need doors have ventilated doors. This is an especially important detail for hot climates. It is shown in elevation on drawing No. 2.

Forecastle: This is not under the raised deck and the head room, while excellent, does not permit of standing up except under the booby hatch. There is ample room for two men. No. 2 plan shows the arrangement very clearly. One unusual feature is a cylindrical copper tank just forward of the mast for kerosene for the lamps and galley stove. It holds 25 gallons and is filled from the deck. An iron ladder is used for exit through the booby hatch and the latter is very strong and edge-bolted to the coaming on the deck so that if a large breaking sea should come over the bow, everything is amply strong to resist it.

***Alice*, taking in supplies at Moorehead City on her first voyage South.**

Lighting: After much thought and investigation, I decided to use only kerosene. Acetylene gas was ruled out partly on account of the hazard involved and partly because of the difficulty of renewing the supply in out-of-the-way places. So the choice quickly narrowed down to kerosene vs. electricity. The advantages of kerosene are that it can be obtained nearly everywhere, even the smallest settlements in the West Indies have it. It is cheap and the filling and cleaning of the lamps, both riding lights and cabin lights, is done by the cook. The objection is that the light is not so good as electricity, more heat is generated and, if not kept clean, kerosene lamps smell badly. This latter objection is almost wholly overcome with proper cleaning, and in warm weather with ports and skylights open is not noticeable. Electric lights involve storage batteries and an independent generator of the Delco type. This involves gasolene on board, something I won't have, and more or less attention to keep the whole outfit in proper working order with batteries fully charged, properly supplied with distilled water, etc., and the noise and slight vibration of a motor generator running for an hour or two a day — a disturbance to comfort and peace of mind. With plenty of kerosene lights placed in carefully studied locations, I have obtained excellent results. My friend, Mr. Mauran, in the sister boat *Carib II*, decided otherwise, but after having been on his boat and seen the results, although his light is better than mine, yet taking everything into consideration, I am still glad that I stuck to kerosene.

For side lights I use the Gloucester fisherman's type of kerosene tubular lantern placed inside an outer casing containing the colored glass and Fresnel lenses. These

(*Continued on page 80*)

The fast Seabright skiff cruiser, *Cachalot,* owned by A. L. Foster, of Brooklyn. She is 40 feet in length and with a 6-cylinder Sterling Dolphin engine she makes 20 miles per hour. Designed and built by the Red Bank Yacht Works.

Left—Cabin of *Cachalot,* showing galley, main cabin and stateroom. Right—Cockpit showing installation of Sterling Dolphin engine.

Cachalot, a 40-Foot High-Speed Cruiser

THE modified Seabright skiff type of cruiser is becoming extremely popular on the Atlantic coast, or wherever an able, seaworthy boat is desired with a lot of room in her. Some of these boats will be exhibited at the New York Motor Boat Show, at the Grand Central Palace, this month.

One of the best examples of these boats is the *Cachalot,* owned by Mr. A. L. Foster, of Brooklyn, New York, and designed and built by the Red Bank Yacht Works. She is 40 feet in length over all, 10 feet beam and 3 feet draft. Her power plant is a six-cylinder Sterling Dolphin engine, which gives her a speed of twenty miles per hour.

Unusual headroom is obtained in the cabin by means of a trunk superposed on the raised deck. The interior accommodations are excellent for a 40-foot boat and show a large stateroom forward, followed by a main cabin with wide transoms, the backs forming upper berths, and a well equipped galley and toilet room. The forward end of the cockpit is inclosed by glass windows, the after end being open. On the after deck are swivel chairs to be used when fishing.

Florida Racing Dates

A LONG list of motor boat races to be held in Florida waters was scheduled at the meeting of the Florida Power Boat Association, held at Tampa in December.

While the schedule includes many local races to be held at various points in Florida, there are three outstanding events. The first of these is the Palm Beach Regatta, to be held February 20th, 21st and 22nd on Lake Worth, Palm Beach, under the auspices of the Palm Beach Yacht Club. The principal races in this regatta are for the Royal Poinciana trophy, which will be raced for in the 151 cubic inch class under the Mississippi Valley Association rules, and the Bradley Challenge Cup for unlimited displacement boats. This regatta will be followed by one on Tampa Bay, held on March 4th, 5th and 6th, under the auspices of the Davis Island Yacht Club. This regatta will wind up with a race for the Gold Cup Class boats in which *Miss Tampa,* owned by Commodore D. P. Davis, will start. Following this event, the scene will shift to Miami where a National Regatta will be held on March 19th, 20th and 21st, under American Power Boat Association rules.

Star Class Mid-Winter Series

THE series of races between Cuba and the United States in Star Class boats, for the Mid-winter Challenge Trophy of Cuba is scheduled for the last week in January, in Havana waters and a number of Stars and many Star Class owners will be in Cuba for this important event. The three-days' series will be followed by an international team race.

The international team race is restricted to Stars built in the United States against Cuban-built Stars. Two four, or possibly five boat teams will race. There is quite a distinction between this event and the series. The series is an interfleet affair restricted to one entry from each fleet. The team race is not so restricted and there may be some on the team that will not be in the series, as the trial races and team race are open events and anyone can enter, whether a fleet representative or not. The U. S. Star team has been officially selected by vote of the District Secretaries in the U. S. A. of which there are five. The team consists of the following:

Irex III — E. A. Ratsey and George Ratsey, W. L. I. S.
Maia II — F. T. Bedford and Mr. Starring, C. L. I. S.
Jane — J. D. Hayward and crew, New Orleans Fleet
Iscyra — G. W. Elder and Prentice Edrington, W. L. I. S.
Sonny — W. L. Inslee and crew, Gravesend Bay. Substitute skipper, G. A. Corry

Colonel **E. H. R. Green**, who has given a trophy for outboard motor races in Florida this winter. He also restored the whaler ***Charles W. Morgan***, as told in the last issue of ***Yachting***.

The full list of entries in the Mid-Winter Series is as follows:

Irex III — Ratsey, L. I. Sound
Maia II — Bedford, C. L. I. S.
Jane — Hayward, New Orleans
Helbet — Hearn, Peconic Bays
Old Coon — Buckley, Narragansett Bay
Sonny — Inslee, Gravesend Bay
Shooting Star — Burton, Lake Champlain
Kathranntris — Hyde, Otsego Lake
Aurrera II — De Sena, Flota de la Habana
Guincho — Villapol, Bahia de Cienfuegos

"I want to feel the wheel tug,
To watch the trembling luff, —"

Sea Longings

I WANT to smell the salt again,
To see the summer sky
Curve to a far horizon,
Where the ships go by;
I want to feel the wheel tug,
To watch the trembling luff,
While the white-caps are racing
And the sea gets rough.

I'm tired of the dry land,
Of city streets, and cars;
I'd like to see the tall sails
Against the quiet stars,
To hear the bow-wave murmur
As the yacht slips through the night,
And catch the ghostly glimmer
Where the wake's alight.

Oh, how I long to be aboard,
To throw my cares aside
And drop from out the harbor
With the ebbing tide;
The water's all a-sparkle
Where a breeze has touched the sea,
And a rising sun holds promise
Of the day that is to be.

Yes, I'm tired of the dry land,
The rushing city pace;
I want to feel the salt wind
Blow soft upon my face,
To set a course to seaward
Where the white gulls swoop and dive,
And then forget my troubles
In the joy that I'm alive!

ALFRED STUART MYERS

Yachting

Herbert L. Stone, Editor

Samuel Wetherill, Associate Editor

Editorial

What Ocean Racing Means

SOME one asked us the other day, in good faith, if ocean racing had any real value to yachting as a sport. Frankly, the question surprised us. It had not occurred to us that there might be those who failed to see the constructive value of these long offshore events.

There are, of course, two factions, or rather two "schools" in yacht racing. In one of these the interest lies chiefly with the finer points of racing which can only be brought out in short races in smooth water, and in the applications of the rules which govern racing of this character. In the other, speed and ability to keep a boat going at her best under all conditions are just as important, but frequently the incentive is lacking to try all the "tricks" of the game because the competitors may not be near each other or even in sight of each other for a good part of the course.

Now ocean racing does more to develop real sailormen and real sea-going yachts than afternoon races over short courses can ever do. It develops seamanship, resourcefulness, judgment and navigation; it gives a man confidence in his ability and in the ability of his ship, and it keeps alive the spirit of daring and adventure that once made us one of the foremost maritime nations of the world. Without this spirit the game would hardly be worth playing. Some measure of hardship attends all long offshore events sailed on open water. Some measure of danger, also, if you will, but the latter is always present on a long sea voyage in any kind of vessel, and in life itself. And again it should be emphasized that safety at sea does not depend on the *size* of the vessel, but rather on the type of craft she is and on the ability with which she is handled. A small craft can be much safer than a large one. What the larger vessel offers in bad weather is more comfort, not necessarily more safety.

So these long-distance races that take one out on blue water do serve a very important end. The British established that fact last year in their first ocean race in many years. If, as Commodore E. G. Martin, of the Ocean Racing Club, says elsewhere in this issue, these races should play their part in the arriving at a rating rule to which it will be possible to build yachts which will combine to the highest degree *speed* and *seaworthiness*, they will have accomplished still another good purpose.

Yachting Prospects Never Brighter

AS the Motor Boat Show opens for the twenty-first time in New York, the outlook for the future of yachting in this country was never brighter. For the past year or two there has been a big swing back to the water and yachts as a means of recreation. It may be said safely that last year was the best that the sport ever saw. Next year will be even better. Never have there been as many pleasure yachts building in the United States as at present, and the list includes many large craft. But the big future of the sport, as we see it, is to be in small to moderate sized boats. And this is a healthy sign, for it means more people taking part in the sport and more of them handling their own boats. This does not mean that the day of the big yacht has passed. It has not. But it does mean that yachting is no longer dominated by the large craft, and that the tendency to go to smaller yachts is one that will build the sport on a lasting foundation.

The Seawanhaka Cup Now Open for Competition in Class R

THE Seawanhaka Cup, after being brought back to the Seawanhaka Corinthian Yacht Club last summer for the first time in nearly thirty years, will, for the season of 1926, be open for international competition in Class R. This announcement was made by the officers of that club recently, and it is hoped that the decision to sail for the famous cup in this most popular of the small classes in the United States will result in a challenge this year.

The only country outside of the United States where the Class R is sailed at present is Canada. A challenge from the Royal Canadian Yacht Club is a possibility; or some British or European yacht club may challenge if a yachtsman there can be found willing to build to our rule and race here off Oyster Bay next season, sometime between June 1st and October 1st. Such a challenge would be most welcome.

It would be fitting, however, for Canada to challenge, as the cup was won by the Royal St. Lawrence Yacht Club in 1896, and stayed in the Dominion for many years, despite various attempts on our part to recapture it, until the Manchester Yacht Club brought it home. It was captured by *Coila III*, in 1922, and stayed on the Clyde until last year, when Clinton Crane and Sherman Hoyt went after it in *Lanai*, a six-meter, and brought it home. There are some clever sailors in Canada, and it would do much for the sport there if they should challenge for the cup.

New York Yacht Club May Change Regatta Courses

A SUGGESTION was made at the time of the annual meeting of the New York Yacht Club, in December, to abandon the two regattas the Club now holds on Long Island Sound in June in favor of a series of races to be held off Newport in the same month. The racing men hold that the Sound regattas in recent years have been far from satisfactory. The larger schooners, many of which make their home ports to the eastward, do not come down to the Sound; the fleets have been small and the winds fickle. If, instead of the two June races off historic Glen Cove, and possibly the September race, a race meet of three or four days off Newport were substituted, it is probable that a larger schooner fleet and much better racing would be had. The suggestion met with favor.

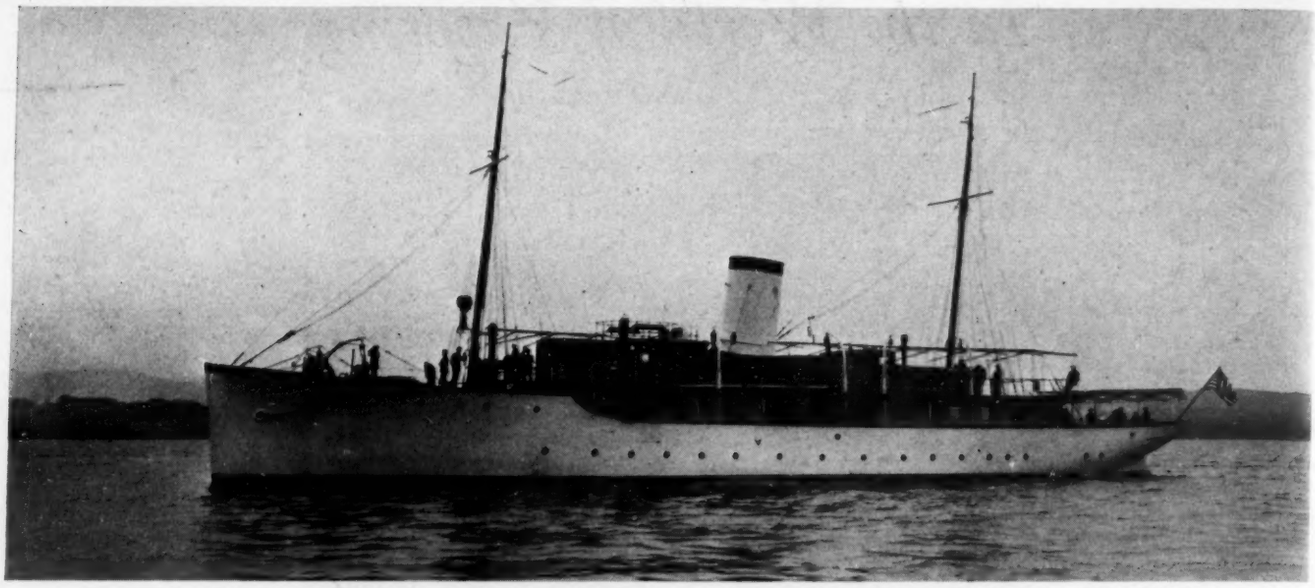
In the World of Yachting

CHARLES F. CHAPMAN

WHEN it comes to motor boat circles, Charles F. Chapman needs no introduction to those who race or own high speed boats, or, in fact, any kind of motor driven craft. He has been so long identified with the sport, and has done so much to organize and stabilize it, that he is, perhaps, the most widely known motor boat man in the United States.

For nearly twenty years he has worked in the interest of motor boat racing and development. With a thoroughly sound technical training and a scientific mind he has been influential in putting through much of the legislation that has brought high speed racing to its present plane. As a member of the Racing Commission of the American Power Boat Association since 1915, he has standardized the racing rules, introduced more satisfactory measurement rules, and helped to make the A. P. B. A. the dominant association in its field.

In the Gold Cup race of 1924 he drove "Miss Columbia" through the series and he also was at the wheel of "Baby Gar II" in the 150-mile Sweepstakes of 1923. He also participated in the 24-hour endurance runs made by Harry Greening's "Rainbow III" and "Rainbow IV" in which records of 1,064 and 1,218 miles were made in 1923 and 1925 respectively. In Florida, he has been largely responsible for making the midwinter regattas there national events.



Seaborn, a new 173-foot Diesel-powered yacht designed by Cox & King for Richard F. Howe, Esq., of New York.

Nevada, a Modern Twin-Screw Diesel Yacht

THE accompanying reproduction of a painting shows Mr. DeVer H. Warner's new yacht *Nevada*, building at Nevin's Yard, City Island, from the designs and under the supervision of Messrs. Tams and King. She will be ready for delivery early in the spring.

This yacht has many interesting features and is one of several boats of this size which these architects are turning out for next year. She will be used for coastwise work and cruising in the West Indies.

The yacht is equipped with two 150 h.p. 6-cylinder Standard Diesel motors which will give her a speed of about 13 miles an hour. She will have a fuel tank capacity of 3,000 gals., and will carry 2,000 gals. of water in addition to an ample supply of lubricating oil and gasoline for the launches, etc.

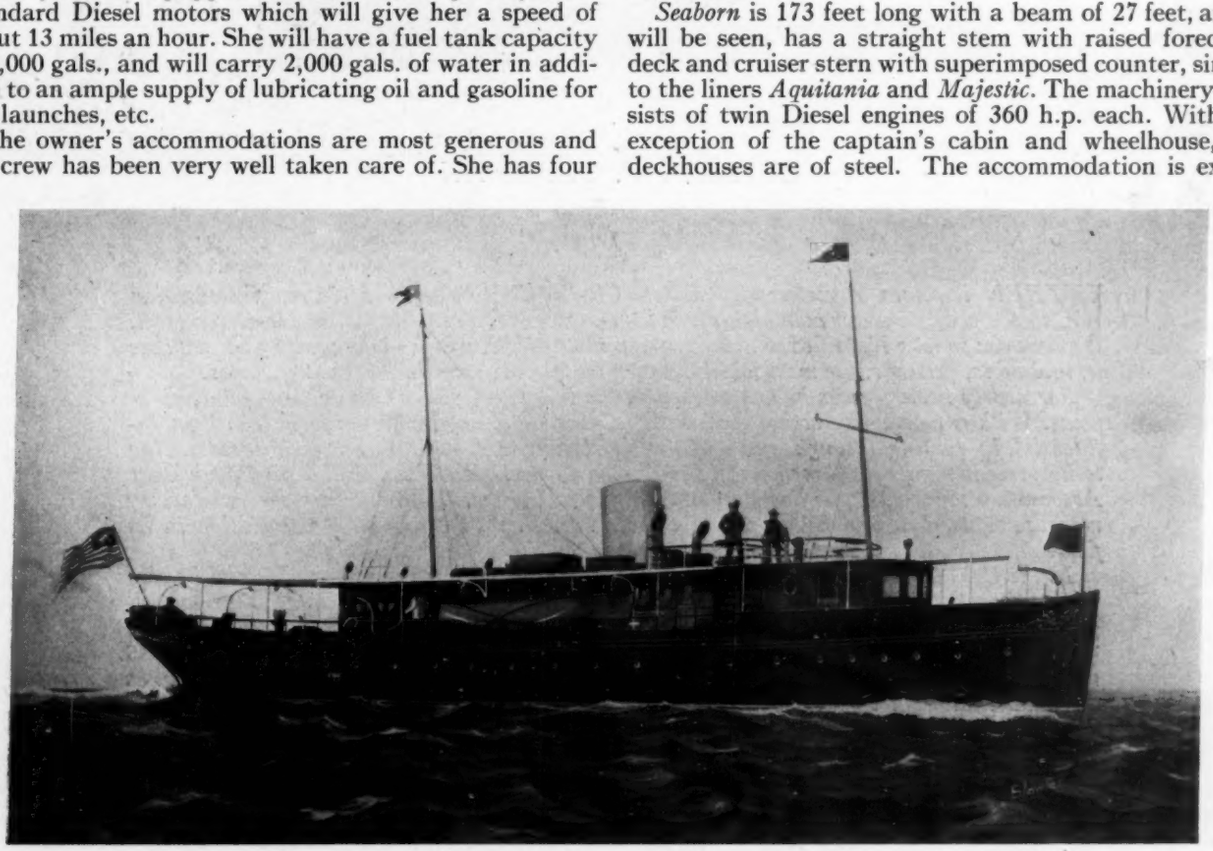
The owner's accommodations are most generous and the crew has been very well taken care of. She has four staterooms: two double and two single. On deck she will have a large sitting and dining room.

Her general dimensions are: 110 feet length overall; 103 feet waterline; 20 feet, 6 inches, beam; 6 feet draft.

Seaborn, a British-Built Diesel Yacht

TO show the development of Diesel yacht design abroad the description and photograph of the *Seaborn*, a new yacht for Richard F. Howe, Esq., of New York, from designs by Cox and King, London, should prove of unusual interest.

Seaborn is 173 feet long with a beam of 27 feet, and as will be seen, has a straight stem with raised forecastle deck and cruiser stern with superimposed counter, similar to the liners *Aquitania* and *Majestic*. The machinery consists of twin Diesel engines of 360 h.p. each. With the exception of the captain's cabin and wheelhouse, the deckhouses are of steel. The accommodation is excep-

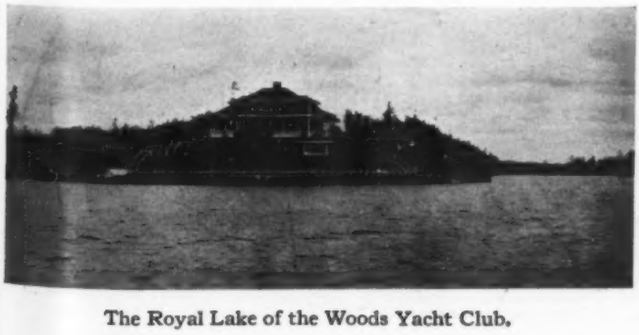


Nevada, a new American Diesel yacht designed by Tams & King for DeVer H. Warner, Esq., of Bridgeport.

Phantom, a Class B Inland Lakes scow which "cleaned up" on the Lake of the Woods last summer.

tionally luxurious, consisting of an elliptical dining saloon on deck finished in Queen Anne green with walnut furniture of that period. Also on deck are the owner's private suite and the main saloon no less than 27 feet long and 17 feet wide. There are five guest rooms, each with private bath room on the cabin deck, and these rooms are not only spacious but so arranged and furnished as to give the impression of an eighteenth-century English home, with its restfulness and unostentatious comfort.

On trial *Seaborn* attained a speed of 13½ miles per hour at about three-quarter power, which was so far satisfactory, as sufficient fuel and water was being carried for an Atlantic crossing. It was found, however, that considerable helm was being carried in order to maintain a straight course and further trials were abandoned pending investigations of the cause of this. On looking into the matter it was found that the helm effect was caused by the arrangement of propeller brackets which had been fitted with vertical outer arms, forming, as it were, fixed rudders, with some variation as between one and the other on each "quarter," the total area being about 25 per cent that of the moveable rudder. New propeller brackets were designed to fall into the natural stream of water meeting at the stern of the vessel, which was a simple way of overcoming the small defect mentioned. Unfortunately the delay occasioned made it impossible for Mr. Howe to have delivery in time for a short cruise before the end of last summer.



The Royal Lake of the Woods Yacht Club.

The Inland Lake Scows of the Lake of the Woods Yacht Club

WITH the growing appreciation of the scow type boats in eastern waters, yachtsmen will be interested in the development of the class at the Royal Lake of the Woods Yacht Club, east of Winnipeg, Manitoba. The boats used on those waters are principally 32 footers, or Class B boats of the Inland Lakes Association. The champion boat of the Lake of the Woods fleet was the *Phantom*, 32 feet long over all, 6 feet, 10 inches beam, with a draft of only 4½ inches, without the board. She has two bilge boards and double rudders, with a sail area of 350 square feet. This boat, owned by N. J. Dinnen, of Winnipeg, carried off the club cup for the season, as well as the Nanton Memorial Cup.

The Royal Lake of the Woods Yacht Club is doing a lot to boom sailing on local waters, and the inland lake scows are proving very popular. This has also been the case at Barnegat Bay, where a number of them were sailed last year. It is understood that some five or six new scows, 26 feet long, are being built for Barnegat Bay yachtsmen for next seaons's use.

The schooner *Windjammer*, owned by Edward J. Crabbe and entered in the Bermuda Race. She was tried out last winter in a long cruise around Cuba.

Many Bermuda Race Entries Coming In

THE announcement of the Bermuda Race conditions in the last issue of YACHTING has awakened unusual interest in this event. Already sixteen entries have been received and it looks as if all records for the number of starters in this long race will be broken this year. An interesting feature of the race is that four Seawanhaka schooners have already entered, and several more owners of boats in this class are considering making the long trip. These boats ought to give a good account of themselves and, in addition to racing in the regular classes, it is probable that a special prize will be put up for boats of this new one-design class.

"Bob" Bavier's new ketch has arrived in New York waters from Nova Scotia, where she was built and is now being finished up and put in shape for the race. The date for the start has been set for 10 A.M., June 20th. This ought to get all of the fleet back by July 4th, unless a long stay is made in Bermuda.

The full conditions and entry blanks may be had by writing to YACHTING, 25 West 43rd Street, New York City, or may be made at the Motor Boat Show, at YACHTING's booth.

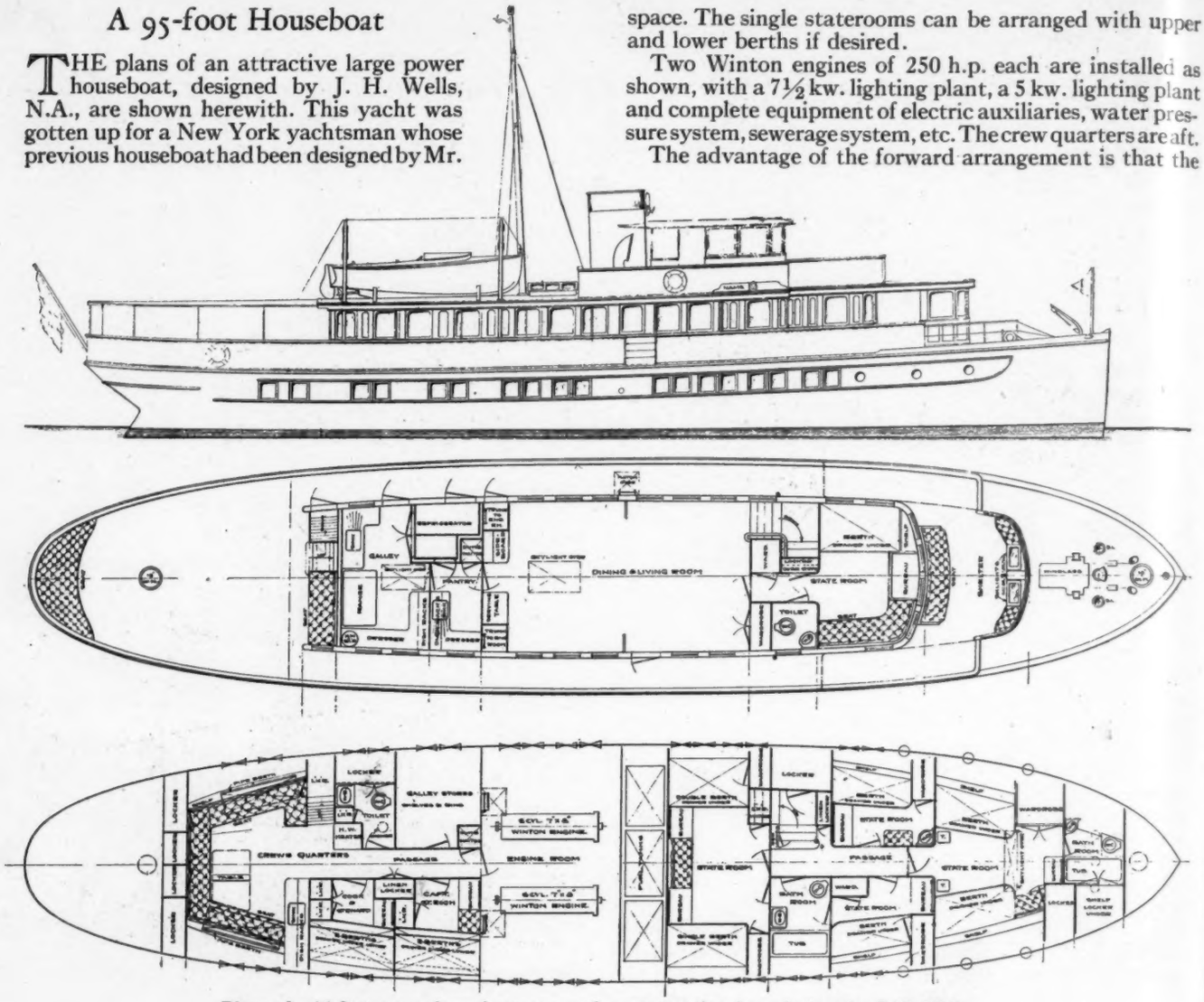
A 95-foot Houseboat

THE plans of an attractive large power houseboat, designed by J. H. Wells, N.A., are shown herewith. This yacht was gotten up for a New York yachtsman whose previous houseboat had been designed by Mr. Wells. The design incorporates a number of unusual ideas in a boat of this size and type, and the attempt has been to make her suitable for service either in northern or southern waters. It is rather unusual in a boat of this size to find the handsome appearance that has been obtained, together with the amount of accommodations.

The dimensions are: length, 95 ft.; beam, 18 ft., 6 in.; draft, 4 ft., 6 in. In keeping with the general practice in houseboats the owner's quarters have been placed forward, and consist of two large double staterooms extending full width of the boat, and two single staterooms. The owner's room connects with a private bath, and has plenty of wardrobe space. The single staterooms can be arranged with upper and lower berths if desired.

Two Winton engines of 250 h.p. each are installed as shown, with a 7½ kw. lighting plant, a 5 kw. lighting plant and complete equipment of electric auxiliaries, water pressure system, sewerage system, etc. The crew quarters are aft.

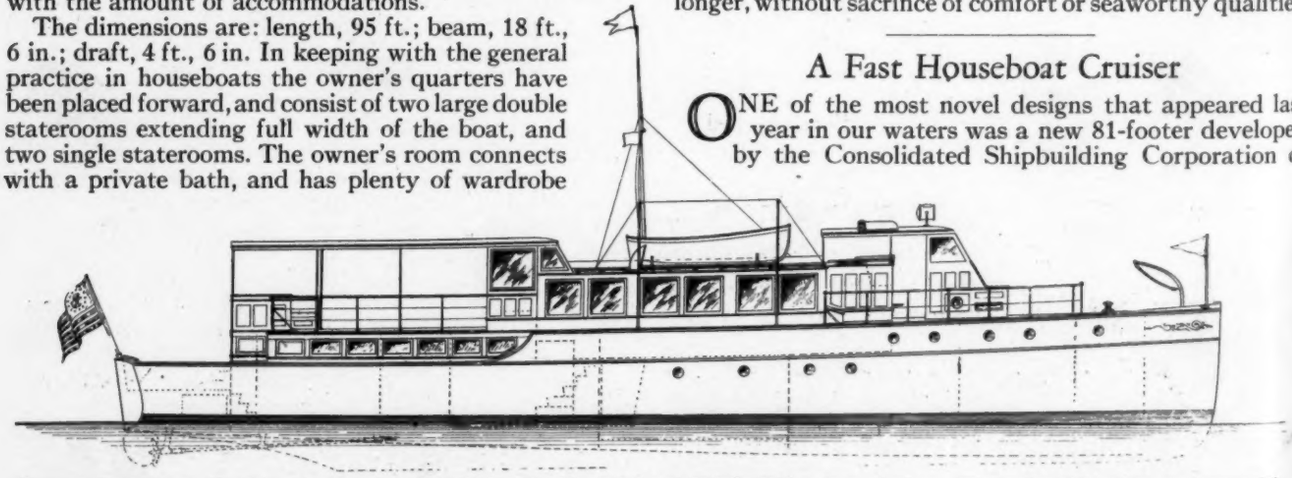
The advantage of the forward arrangement is that the owner gets good air and has absolute quiet, as there is no shaft turning under his quarters. With the power plant under consideration a speed of 13½ miles per hour is contemplated. In this boat the owner has the accommodations of what has been usually found on a yacht at least 25 feet longer, without sacrifice of comfort or seaworthy qualities.



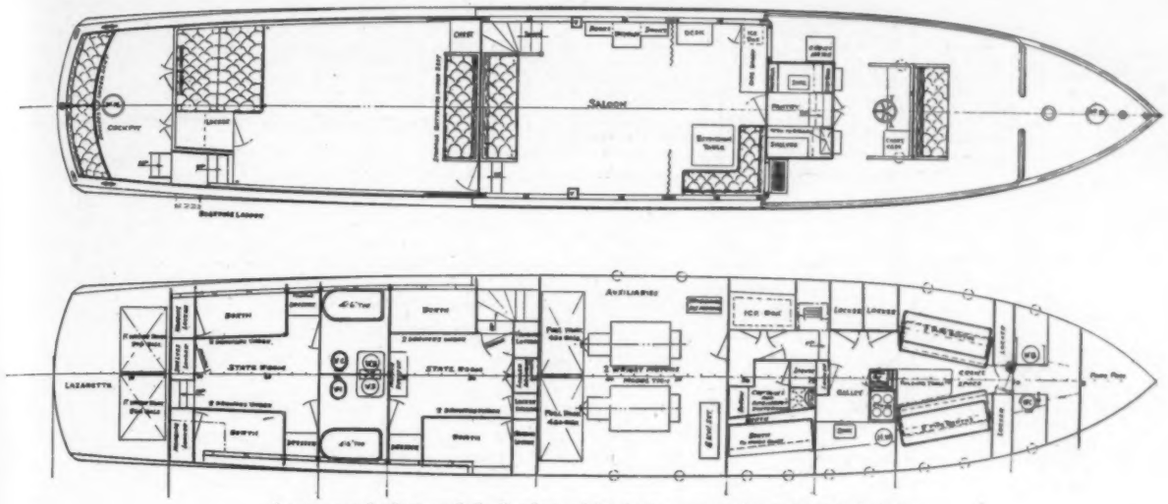
Plans of a 95-foot power houseboat now under construction from designs by J. H. Wells.

A Fast Houseboat Cruiser

ONE of the most novel designs that appeared last year in our waters was a new 81-footer developed by the Consolidated Shipbuilding Corporation of



Express houseboat, *Nashira*, designed and built by the Consolidated Shipbuilding Corporation. She makes 28 miles per hour with two Wright Typhoon Motors.



Accommodation and deck plan of 81-foot express houseboat *Nashira*.

Morris Heights, New York, for Mr. Richard F. Hoyt, of New York. This new boat, the plans of which appear herewith, was designed as a fast cruiser, to have all the comforts of a houseboat and yet have the advantages of high speed.

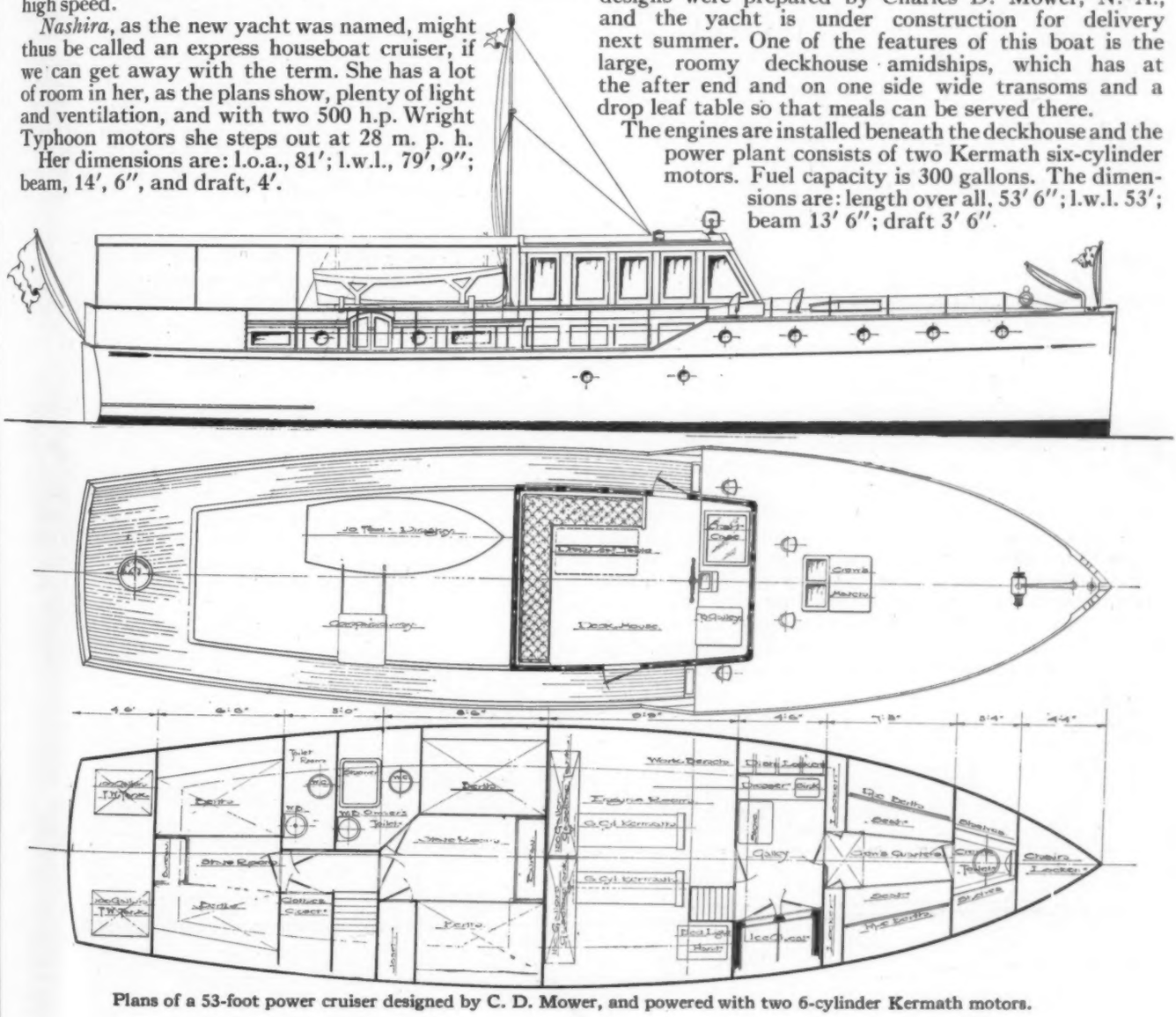
Nashira, as the new yacht was named, might thus be called an express houseboat cruiser, if we can get away with the term. She has a lot of room in her, as the plans show, plenty of light and ventilation, and with two 500 h.p. Wright Typhoon motors she steps out at 28 m. p. h.

Her dimensions are: l.o.a., 81′; l.w.l., 79′, 9″; beam, 14′, 6″, and draft, 4′.

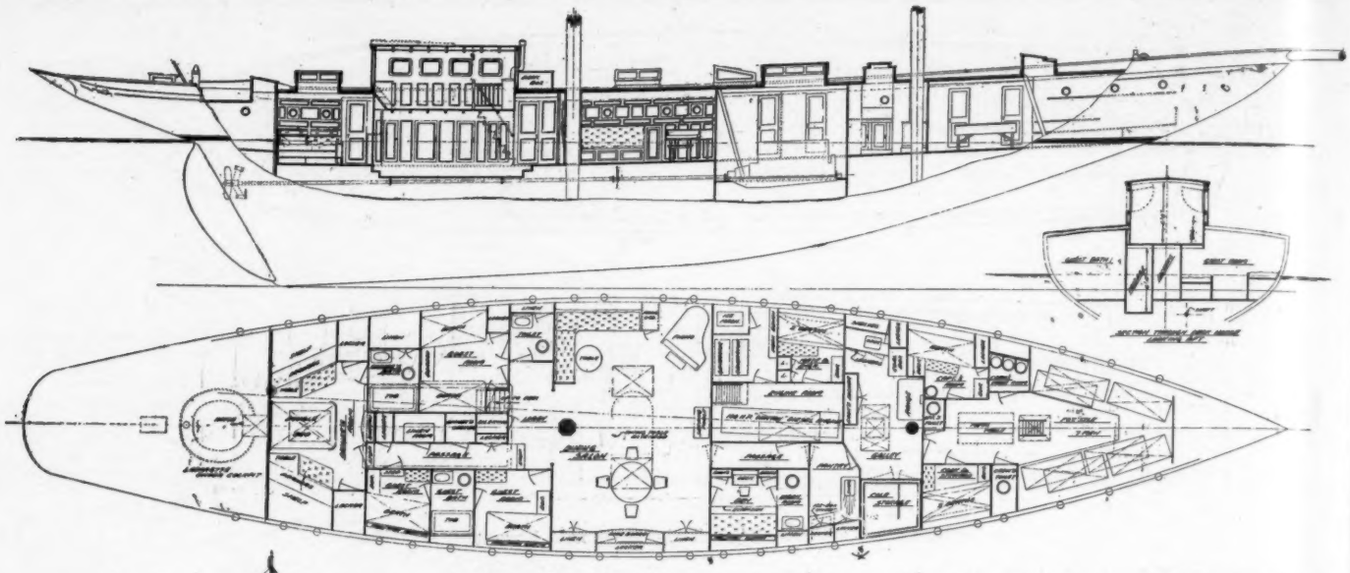
An Attractive 53-Foot Power Cruiser

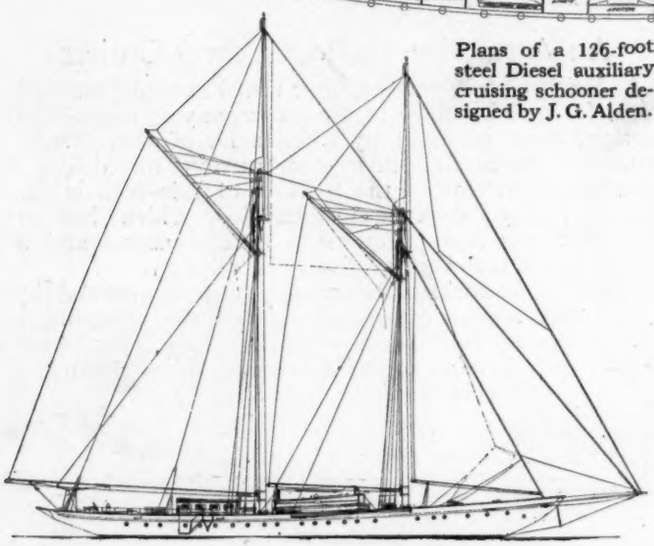
A NEW 53-foot power cruiser that has many unusual features is shown in the accompanying plans. The designs were prepared by Charles D. Mower, N. A., and the yacht is under construction for delivery next summer. One of the features of this boat is the large, roomy deckhouse amidships, which has at the after end and on one side wide transoms and a drop leaf table so that meals can be served there.

The engines are installed beneath the deckhouse and the power plant consists of two Kermath six-cylinder motors. Fuel capacity is 300 gallons. The dimensions are: length over all, 53′ 6″; l.w.l. 53′; beam 13′ 6″; draft 3′ 6″.



Plans of a 53-foot power cruiser designed by C. D. Mower, and powered with two 6-cylinder Kermath motors.





Plans of a 126-foot steel Diesel auxiliary cruising schooner designed by J. G. Alden.

A 126-Foot Sea-Going Diesel Auxiliary Schooner

ONE of the largest sailing yachts to be built this year is the 126-foot over all sea going auxiliary cruising schooner, designed by John G. Alden, of Boston, for a yachtsman who has had considerable cruising experience. The yacht will be built of steel, according to Lloyd's scantlings, and will be powered with a 100 h.p. Winton Diesel engine, with the latest auxiliary machinery so that she can be run with a crew of eleven men all told.

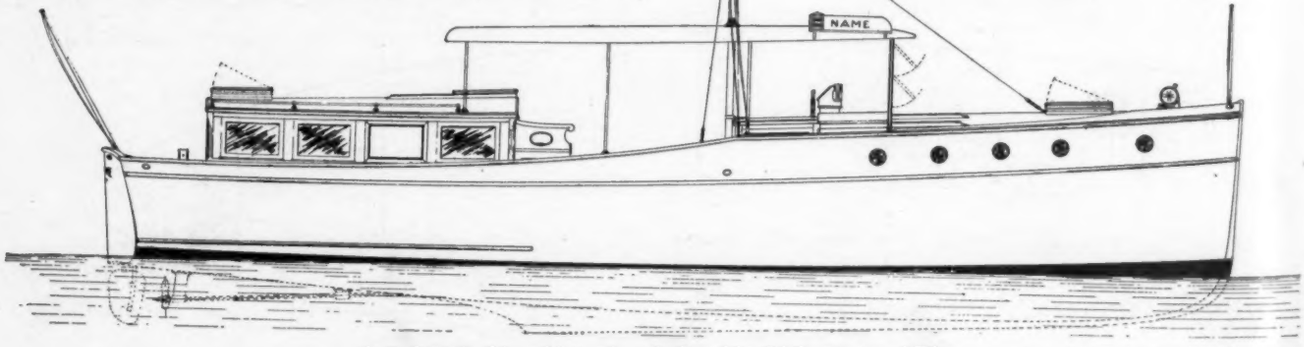
The yacht is of the semi-fisherman type and her lines indicate that she will sail well under all conditions. Like other Alden schooners, she is designed with considerable initial stability, so that she will sail at a small angle of heel. She will be perfectly able to take an extended foreign cruise with comfort to those aboard her.

The fixed bulwarks are 18 inches high and there is a large deckhouse, 15 feet by 8 feet, sunk below the deck so that it does not spoil the appearance of the profile. Her accommodations consist of two double and two single staterooms aft, with connecting bathrooms, together with numerous lockers and hanging closets. The owner's stateroom is the full width of the vessel and the main cabin is much larger than is usually found in a boat of this size, there being room for 24 people to sit around the dining room table. On the starboard side, forward, there is an additional owner's stateroom with a folding berth. This room will be used as a den or smoking room. The officers' and crew's quarters are forward.

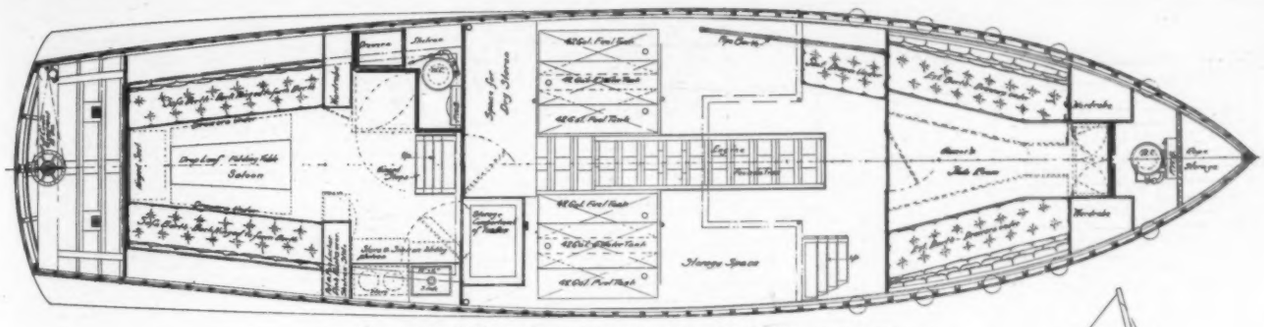
The principal dimensions of the yacht are: l.o.a., 126′; water line, 96′; beam, 26′; draft, 14′ 6″. She has electric hoists for handling the sails and anchors.

A 41-Foot Double Cabin Cruiser

A DISTINCTIVE and exceedingly able and roomy power cruiser, 41 feet in length, is shown in the accompanying plans, which were prepared by Livingston and Rice, naval architects, of New York. This boat is of the double cabin type and great attention has been given by the designer to get maximum room and comfort in a craft of this length. There is a commodious bridge deck amidships, beneath which the engine is installed, the forward end of the latter being under the raised deck, giving full headroom around the working parts. This



A 41-foot double cabin cruiser designed by Livingston and Rice.



Accommodation plan of a 41-foot double cabin power cruiser.

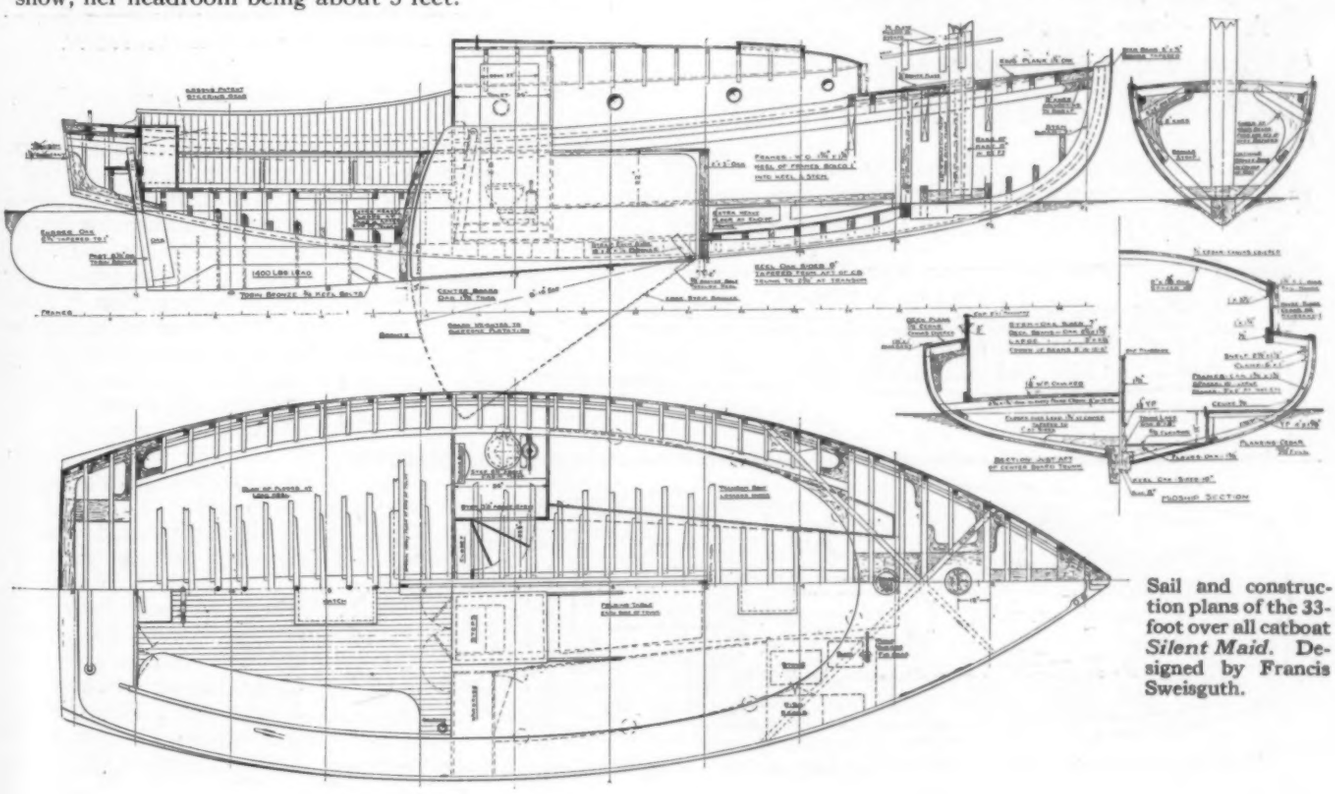
bridge deck is protected at the forward end by a windshield and there is a companionway on the starboard side leading to the forward quarters, which contain the owner's stateroom with two extension transom berths, large wardrobes and toilet room.

At the after end of the deckhouse are transom seats with a companionway to the after cabin between them. The after cabin forms the main saloon, which has two sofa berths, the backs being hinged to form upper berths. An ingenious arrangement of the doors to the toilet room allows them to swing in, thus saving considerable room in the main cabin.

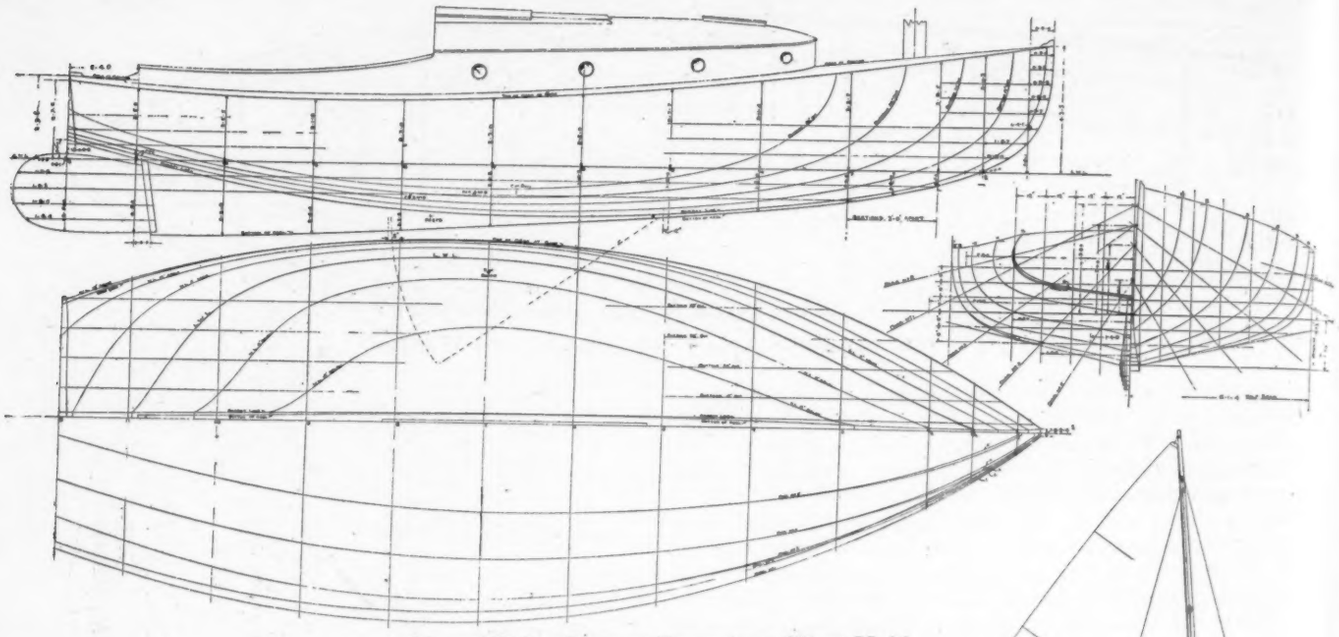
Her dimensions are: l.o.a., 41′ 7″; beam, 11′; draft, 2′ 6″.

Silent Maid, a Barnegat Bay Cat

ONE of the most successful of the larger catboats on Barnegat Bay, where this rig is still holding its popularity, is the *Silent Maid*, designed by Francis Sweisguth, associated with Ford and Payne, for Edward H. Schoettle, of the Island Heights Yacht Club. This boat was launched in July, 1924, and is an excellent example of the larger size catboats. She is not only fast, but has excellent cruising accommodations, as the plans herewith show, her headroom being about 5 feet.



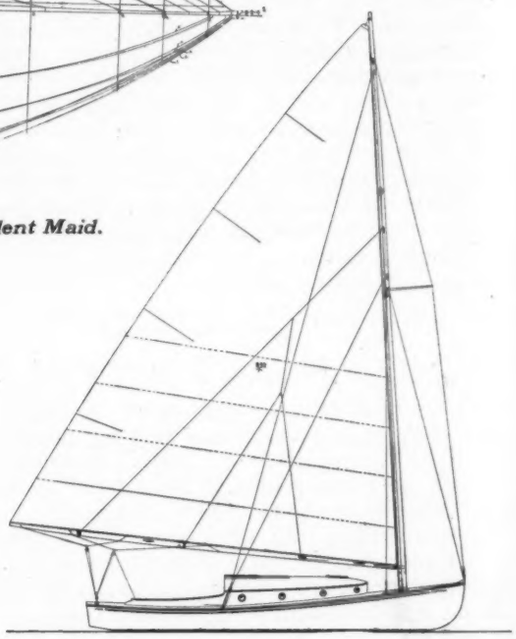
Sail and construction plans of the 33-foot over all catboat *Silent Maid*. Designed by Francis Sweisguth.



Lines of 33-foot Barnegat Bay catboat *Silent Maid*.

The dimensions of *Silent Maid* are: l.o.a., 33′ 3″; l.w.l., 28′; beam, 12′ 4″; draft, 2′ 6″. All her spars are hollow, made by the Pigeon Hollow Spar Company, and the sails were by Burrows in 1925. During the last season she raced in all of the Barnegat Bay Yacht Racing Association races in Class B, where she won most of the events and took the championship of the Association.

The boat was built by Morton Johnson, of Bay Head. The plans show her with both the gaff rig, with which she sailed, and the Marconi rig. The construction plan is unusually interesting, as it shows a number of novel features, including outside ballast on a boat that draws only 2 feet, 6 inches.



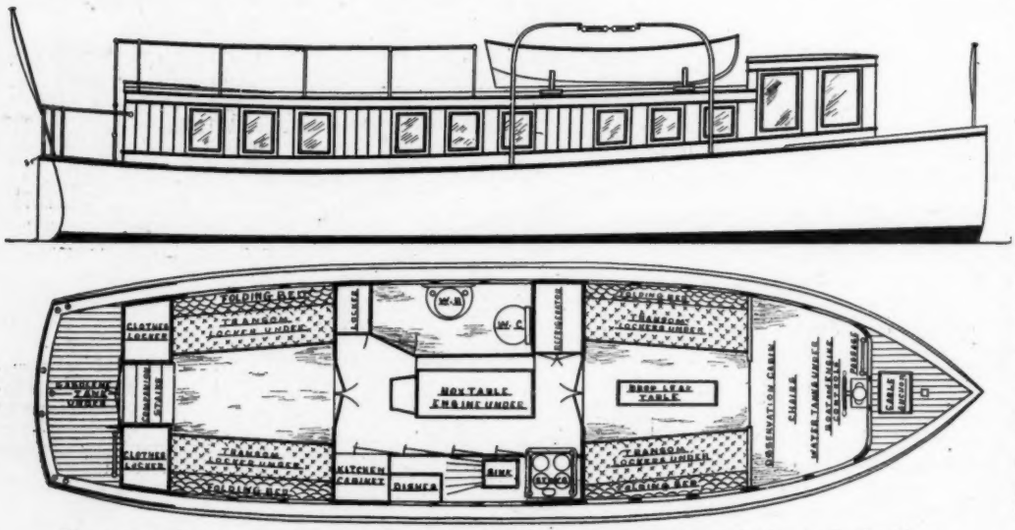
The alternate Marconi rig of *Silent Maid*.

A 38-Foot Standardized River Cruiser

THE accompanying design of a cruiser for river and inland waterway use has just been produced by Alex. Cuthbert of the A. G. Cuthbert Co., Sandusky, Ohio.

The dimensions are 38 ft. overall, 10 ft. beam and 30 to 36 in. draft according to the power and size of propeller needed for the use to which any particular boat will be put.

The hull is the regular curved bilge model, of very strong construction and with good stability, weatherly qualities and speed. It will be furnished with three types of cabins with details to suit each purchaser.



Plans of a 38-foot river cruiser designed and built as a standardized model by A. G. Cuthbert.

The accompanying plan of accommodation is for a yachtsman who will use the boat on the Ohio and Mississippi Rivers through the summer and cruise to Florida in the winter.

The engine installation is worthy of attention. A six-cylinder 65 h.p. Kermath engine will give a speed of better than 12 miles and is installed where it should be and is enclosed by a box kitchen table. The upper deck is covered by a removable pipe frame and rolling awning will cover a clear space of approximately 14 ft. x 9 ft.

Yachting Monthly International Model Races for 1926

By H. B. Tucker

ALTHOUGH last year's races are not long over, preparations are already afoot for next year's meeting. As you know from the account published in YACHTING, the original *Yachting Monthly* Cup was won outright this summer by Mr. Scott Freeman with *Crusader*, skippered by Mr. W. J. Daniels. I have now much pleasure in announcing that the proprietors of the *Yachting Monthly* have very kindly offered to present us with a new cup. The conditions for this are exactly similar to those of the old with the exception that the dates between which the contest must be held have been altered to between July 15th and September 15th, and that the latest date for receipt of entries is now February 15th.

The Royal Danish Yacht Club has promised to challenge, and we are also promised a challenge from France, where three boats are being built in order to select the French representative. Under the circumstances we are more than anxious that your country should also challenge, as a model yacht race between the States, France, Denmark and Great Britain would be a wonderful event, which could not fail to bring the sport of model yachting into prominence throughout the world.

Under the circumstances, I was particularly sorry to see Cap Stan's article, in which that able writer belittled the benefit likely to accrue from a contest between the States and Britain. It is perfectly true that your clubs sail mostly from skiffs and that we sail from the bank, and it is also perfectly true that when he visited the States, the contest between Daniels and *Polka Dot* was a fiasco owing to Daniels' lack of proficiency in skiff sailing. When, however, Cap Stan states that Mr. Weaver's defeat at Gosport was due to his lack of skill in lake sailing, he not only makes a very great mistake, but does a very able model yachtsman a grave injustice. Throughout the race, Mr. Weaver handled his boat with the greatest skill, and had she been anything like as good as the British craft, a very close contest would have resulted. The sole cause of defeat was that *Slipper* was not nearly good enough for *Crusader*. *Slipper's* inferiority was amply proven when she was sailed in a race held the day after the International. On this occasion she was sailed by two of our best model yachtsmen, one of whom was well acquainted with the boat, having officiated as mate to Mr. Weaver. She could not get into the first eight.

I have previously commented on *Slipper's* inability to find her head, but even had she been perfectly balanced, she was taking such a big penalty for lack of freeboard that the boat was really a great deal under rating, and it was a case of a 5½-meter model tackling a 6-meter. It is true that *Slipper* beat all the boats you had designed to the Y. M. Rule, but that simply proves that your designers had not got the utmost out of the formula.

Frankly, I consider that lake sailing is a far better test for the boats than skiff sailing, for a number of reasons. You have all commented upon the frightfully rough weather we started our elimination races in. Now, although we managed to carry on, your skiff sailing could not have been indulged in for the simple reason that the skiffs could not have lived in open water, or even in a decent sized lake, not to mention the fact that under such conditions the yachts would have been uncontrollable from skiffs.

A second very good reason is that in skiff sailing, constant trimming and course correction prevents the boat from ever being really forced to sail on her own merits.

I recently arranged the purchase of one of our best 6-meters models for Mr. F. D. Trapp, of the Rhode Island Miniature Yacht Club. *Vanity* is a charming model, typical of the type we have produced under the Y. M. Rule. She was built by Mr. Tom Powell, from the designs of J. G. Feltwell, one of our best model yacht designers. The yacht is now being refitted by her builder. She is a cedar planked model and an example of the model builder's craft.

As you know, the type produced by the Y. M. Rule is powerful and desirable alike for models or real yachts. Also the models are of convenient size and quite cheap to build.

Once more I repeat a very hearty invitation to you to send a challenge. This coming contest will be a very important event and we do not want you to be out of it.

The 36" over all model, *Chispa*, built by A. R. Brown.

W. J. Daniels Designs a Six-Meter Yacht

A British yachtsman has just turned to the well-known model yacht designer, Mr. W. J. Daniels, of London, for plans for a full size yacht.

The boat is a new 6-meters, I. Y. R. U., which White of Cowes is to build for Sir Philip Runciman from designs by Daniels. She will be sailed by Mr. Colin Newman, who raced here in the *Betty* in 1924, and who is a first-class man, so the boat will have every chance.

This is Mr. Daniels' real chance, as it is his first "class" racing boat. Those who have seen the plans have confidence that the boat will be a very fast one.

Melrose Highlands Y. C.

Another model yacht club in the vicinity of Boston which is planning a very active racing season is the Melrose Highlands Model Yacht Club, situated at Melrose Highlands, Massachusetts. The club is composed largely of high school boys who are very much interested in the sport, most of whom are building their own boats under the direction of A. R. Brown. One of the youngest members of this organization won third class in the Charles River Basin race here with a boat which he built himself.

In the Lee of the Longboat

by Cap Stan

SEEMS as though I stepped on a number of tender feet when, in commenting on shoal draft craft for seagoing purposes in the December number, I stated my preference for a keel boat with some outside ballast to insure her "coming back" in case she got hove down. Mr. Henry Howard spoke up and said he felt perfectly sure *Alice* would stay right side up under any conditions. Mr. Edward Crabbe stated that he never has had *Windjammer's* rail under, only reduced sail to keep it from blowing off the spars, and would trust his craft anywhere, any time. Then Mr. Charles Gerth writes me from New Orleans that his 72-foot schooner *Sheila*, drawing six feet, with all ballast inside, recently completed 5,000 miles of ocean work, including a crossing of the Gulf of Mexico in a gale which steamer captains described as blowing close to 100 miles an hour. And "Hank" Rowland doesn't seem to worry much about his ketch *Mary* being able to take him there and back in perfect safety.

Well, I never said that shoal or moderate draft boats, properly designed and with *fixed* inside ballast, didn't make good sea boats. What I did say was that when it came to the weatherly qualities required to "claw off" a lee shore, the keel boat (or the hull with good depth, lateral plane, and *fixed* inside ballast) had something on the beamier, shallower type of hull. I still think so, and so do a large number of experienced yachtsmen and successful designers with whom I have talked. Yes, despite the fine showings of some of the shoal draft type, I'll stick to the reasonably deep hull, of moderate beam, for seagoing work — along with that chunk of outside ballast to boot.

* * *

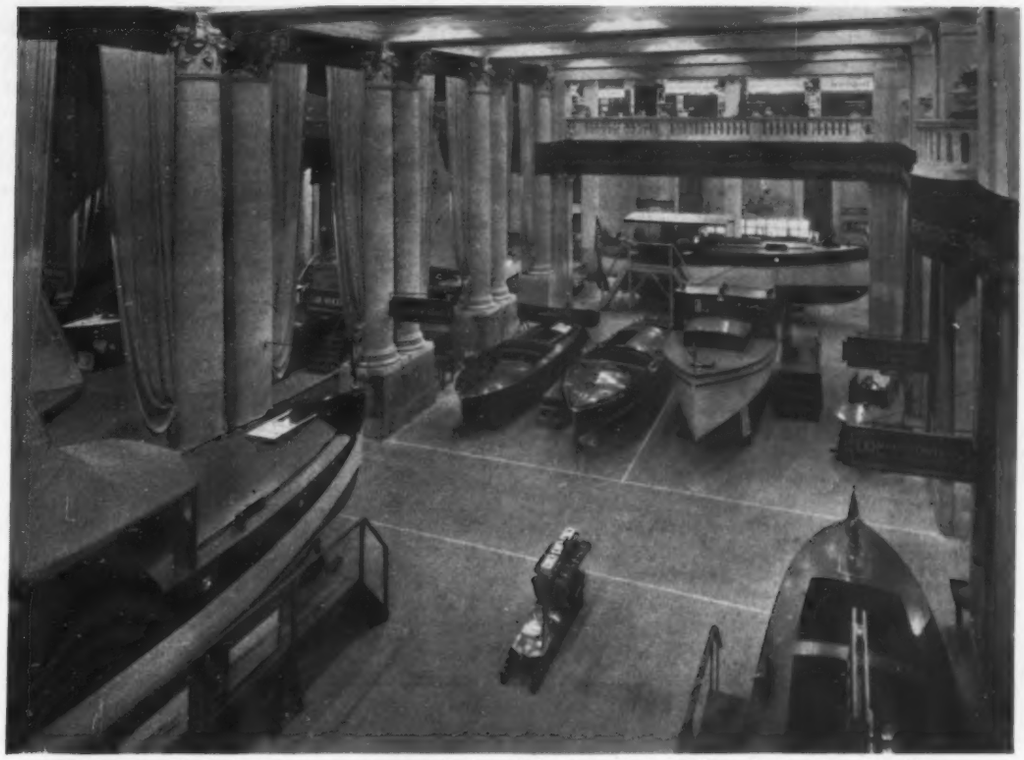
No one can read Mr. Henry Howard's articles on his ketch *Alice* without getting a lot of valuable pointers — and doing considerable thinking. One of the thoughts which has come to me is this — Why doesn't some American manufacturer get out a good, dependable reversing and feathering propeller? The advantages of such a contrivance are clearly explained by Mr. Howard — the advantage of varying the pitch to meet varying loads on the motor, such as when an auxiliary is using her power plant in calm water, or against a mean sea, or when her sails are helping the motor. Only by varying the pitch can the motor be made to operate at maximum efficiency under these different conditions. Years ago I was shipmates with a reversing wheel, which worked well the first season, but got balky the second. I believe it has since died a natural death. The only American-made reversing and feathering wheel now on the market, so far as I know, is far from satisfactory, according to what users tell me. But this Bolinders propeller, which Mr. Howard used, seems to function perfectly in hard and continuous service. If the Bolinders people can do it, why can't we do it on this side of the pond? American manufacturers should take the tip — and get busy.

* * *

A couple of months ago I pounded out a paragraph or so, commenting on the reduction gear applied to Hall-Scott motors, and prophesied that before long we'd have more of them. And along came a representative of a well-known motor manufacturing firm, stating that said firm had tried out a reduction gear and discarded it as being impractical, troublesome, etc., and that the idea was a poor one any way you looked at it. Mebbe so. Perhaps the particular gear to which this gentleman referred was n.g. But does this prove that a good, workable reduction gear will *never* be worked out? The first steam engines, telephones, talking machines and radios were pretty punk affairs — but look at 'em now! So why not the same with reduction gears? So far as I have heard, the Hall-Scott gear is making good. And now I find that Kermath and Erd are following close on the heels of Hall-Scott. All of which would seem to prove two things — that Hall-Scott and I are not the only ones who believe in reduction gears, and that as a prophet I'm not the world's worst.

* * *

One motor which I am going to investigate thoroughly at the Show is this newly-announced Jule motor, constructed on the opposed cylinder principle. For it has that feature so sought after by designers and owners of auxiliaries and power boats alike — compactness. The manufacturer claims that it is from 10 to 24 inches shorter, and from 11 to 25 inches lower than other motors of the same power. Fine and dandy! And if the claims for lack of vibration, long life, light weight, accessibility, economy, etc., can be proven, then the Jule should make a distinct appeal to practically everyone who uses a motor. The Autocar Co. has made a distinct success of the opposed cylinder motor in their well known trucks, wherefore I see no reason why the Jule shouldn't "come through" for marine use. Yes, I'd make a point of going to the Show just to size up this promising newcomer.



The Motor Boat Show is "on". A general view of the floor of the Palace during the 1925 Show.

The Motor Boat Show

Some of the Exhibits that Will Be Seen at the Palace

THE opening of the twenty-first annual Motor Boat Show at the Grand Central Palace, New York, on January 22nd, marks the first important yachting event of the year 1926. Never before in the history of the sport has there been as much interest in boats and boating. Not in many years have as interesting exhibits been seen as at this Show. The development of boats and engines during the past year has been marked, and particularly in the power plants and in the accessories have strides been made towards getting outfits exactly suited to the uses that will be asked of them.

More and more are yachts becoming a necessary part of their owners' lives, instead of only a pleasure vehicle to be used when conditions are right. The modern boat can be used as a home and as a means of transportation, and the designer, engine builder and accessory manufacturer are all contributing to making them the safe, useful and able vessels which they should be.

On this and the following pages will be found a description of the leading exhibits at the Palace this year.

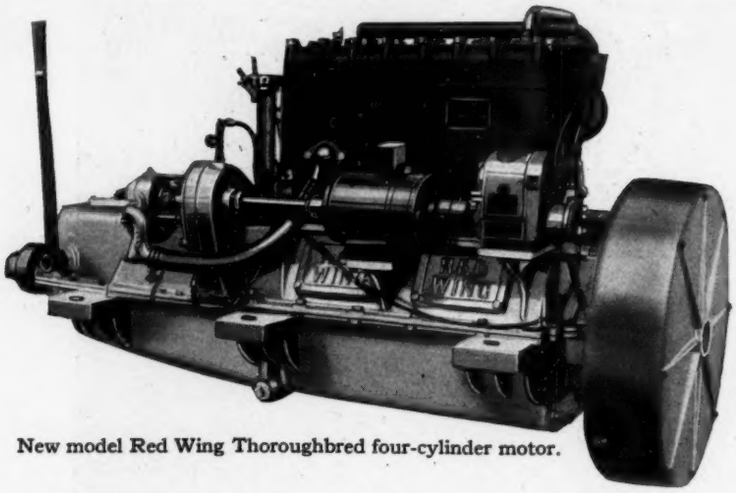
New Features Found on Kermath Motors

An exhibit which is sure to attract a lot of attention from showgoers will be that of Kermath motors. Twelve models will be shown, all of which will embody the very latest advances in design for 1926. In addition to five officials of the Kermath Motor Co., the staff of Bruns, Kimball & Co., eastern representative of Kermath, will be in attendance at the show, as will Mr. L. S. Usher, general manager of the Kermath Mfg. Co., of Canada, Ltd. Other Kermath dealers from Maine to California will make the Kermath booth their headquarters.

Kermath motors are of one, two, four and six cylinders, all of the four cycle type. The single cylinder model is rated at 3–4 h.p.; two cylinder models are rated at 4–5, 6–8 and 8–10 h.p.; the 12, 16, 20, 35, 50 and 70 h.p. machines are of four cylinders. The 65 and 100 h.p. models are the heavy duty and high speed Kermath Six.

All models show the latest and best features worked out by the large Kermath technical staff, and all units will carry added refinements. The smaller motors will be fitted with new type rear end ball bearing equipment and oil stuffing boxes preventing leakage. The 330 cu. in. 4-cylinder models are now equipped with dual synchronized battery ignition, and the larger 6-cylinder power plant will be similarly standardized. This feature is particularly desirable in high speed motors as it adds materially to power development and assures smoother running at high speeds. The dual system is quite complete throughout, with double breaker bars, coils and condensers, this being an almost sure guaranty against ignition troubles.

The new Kermath reduction gear is sure to attract favorable interest, having been designed principally for the increasing demands of medium and high speed motors in cruisers and work boats that will show consistently better performance. The use of large propellers at slow rates of speed is the object accomplished. Medium or high speed Kermaths may be employed to secure an unusual degree of cruising efficiency. The gear reduction ratios will be 2 to 1 and 3 to 1. This permits the turning of large diameter wheels operating at propeller speeds of from 400 to 900 revolutions per minute, while the motor is turning from 800 to 1,800 revolutions.



New model Red Wing Thoroughbred four-cylinder motor.

Red Wing Motors

The Red Wing Thorobred line of marine engines for 1926 will be exhibited in its entirety, and will consist of all sizes of 4-cycle motors from 4 to 150 h.p. With the larger sizes also built in twin screw type, there is now available 300 h.p. of real Red Wing power plant for the larger cruisers.

Of chief interest will be the introduction of the 6-cylinder models. The Big Chief Six is a 5″ x 7″, 85–110 h.p. machine, and the 5½ x 7 Big Chief Special Six is rated at 110–150 h.p. Both sizes are to be had in either the medium duty type with gray iron base, or in the high speed type with aluminum base.

Many improvements will be noted on all the 1926 models, among which is the complete flywheel enclosure on all 4-cylinder machines. With so many models, ranging in power from 5 h.p. to 150 h.p., and in cylinders from a single to a six, the Red Wing display cannot fail to be of interest to anyone looking for any kind of a motor for almost any purpose.

Loew-Knight Motors

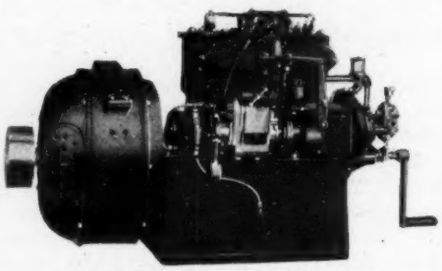
The Loew Manufacturing Co., of Cleveland, Ohio, manufacturers of the Loew-Knight sleeve valve motor, will exhibit two complete motors, one a 4-cylinder model developing 26–40 h.p., and the other a 6-cylinder machine rated at 50–90 h.p. In addition, they will show a cut-out motor, fully illustrating the workings of the sleeve valves, so different in design and operation from the ordinary poppet valve type.

Universal Flexifour Motors

The 1926 edition of the Universal Flexifour motors will be exhibited by the Universal Motor Co. New features include a hand sump oil pump, for easy removal of crank case oil; dual jet carburetor, for more efficient carburetion and motor performance; dial type oil pressure gauge, etc. A new high grade engine enamel, carefully applied, enhances the appearance of the compact, clean, powerful little motor.

Van Blerck Motors

A complete exhibit of Van Blerck and Continental-Van Blerck motors



The Universal 4 k.w. marine type electric plant.

will be shown by Joseph Van Blerck, Inc. The Van Blerck motor will be Model N-6, U. S. Navy Type, a high speed, 6-cylinder engine, developing 156 b.h.p. at 1,500 r.p.m., and weighing 2,100 lbs. complete.

The new Continental-Van Blerck motors will be shown in a variety of sizes.

Paragon Reverse Gears

The Paragon Gear Works will occupy Booths 21 and 22 on the mezzanine floor, where they will exhibit the various types of Paragon gears which have been in successful operation in all types and sizes of craft for many years past.

Lathrop Motors

Lathrop Motors will be exhibited at the Show by the Verrier-Eddy Co., one model being of the 2-cycle type and five others of the 4-cycle variety. The 2-cycle motor will be a 6 h.p. single cylinder, light model, fitted with make and break ignition. The 4-cycle machines will be as follows: 16 h.p. two-cylinder, with Bosch Magneto; 40 h.p. four-cylinder, with Atwater Kent Unisparker with coil, Bosch High Tension Magneto with impulse coupling, and Bosch Two-Unit Starter; 40 h.p. four-cylinder, regular engine outfit and Atwater Kent Unisparker and coil, Bosch Magneto and bilge pump; 65 h.p. six-cylinder, regular engine outfit, Atwater Kent Unisparker, Bosch Magneto, and Two-Unit Starter.

Super Elto Outboard

The new Super Elto Outboard, the latest creation of Ole Evinrude, will be exhibited for the first time by the Elto Outboard Motor Co. at booth C. While retaining the main features of previous motors, the new twin has been increased to a full 4 h.p. without any increase in weight or sacrifice in appearance. The new features include a new method of motor control which enables the operator to steer, speed up, slow down or stop from any part of the boat; a new and improved method of exhaust; dual jet carburetion, giving greater efficiency and motor speed; a "safety shoe," or propeller protector, which safeguards the propeller from dam-

The 1926 model Super Elto outboard motor attached to a canoe. The bow wave indicates the speed and power attained.

age from rocks, snags, and other obstructions.

The Matthews "38"

A craft which will appeal to many motor boat enthusiasts will be shown by the Matthews Co., of Port Clinton, Ohio. This is the Matthews Standard 38-ft. cruiser which has recently become so popular on both fresh and salt water. Here is a big, able, seagoing boat, built and equipped for real service, with appearance, safety and comfort combined with excellent design and workmanship.

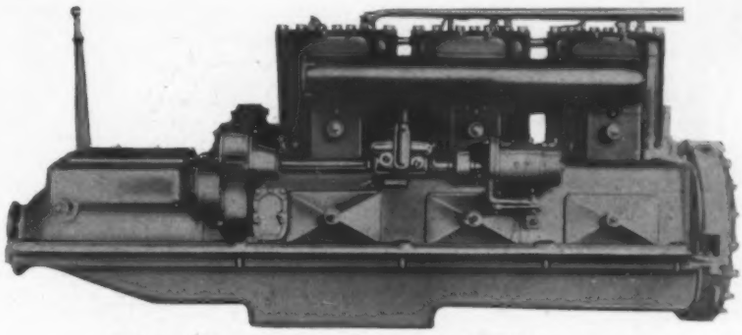
The 38 Standard will accommodate seven people, each on a single spring-upholstered berth, four in the main cabin and three in the cockpit, which is entirely enclosed with specially designed waterproof curtains. The wide beam of 11 feet provides for large and comfortable space throughout the boat. Six people can be seated at the folding dining table, either in the cabin or cockpit. The galley is spacious, and splendidly equipped. With a motor of 70 h.p. the speed is 12 miles an hour.

For Florida service, the permanent top over the cockpit can be hinged to fold back for fishing. The equipment includes an auxiliary sail rig, to steady the boat in a seaway and for use in an emergency in case of motor failure.

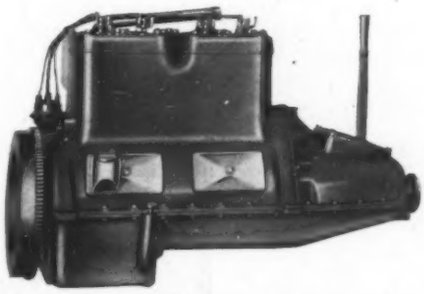
New Scripps Motors

The Scripps Motor Co. will have two new models on display for the edification of the Showgoer — the F-6 Junior Gold Cup model, which is a development of the regular F-6 model, with dual carburetion and other improvements for racing and high speed work; also a larger powered Scripps than previously manufactured, the new model G-6. The latter is developed in two models — the medium duty 6-cylinder developing 100 h.p. at 1200 r.p.m., and a high speed model developing 150 h.p. at 2000 r.p.m.

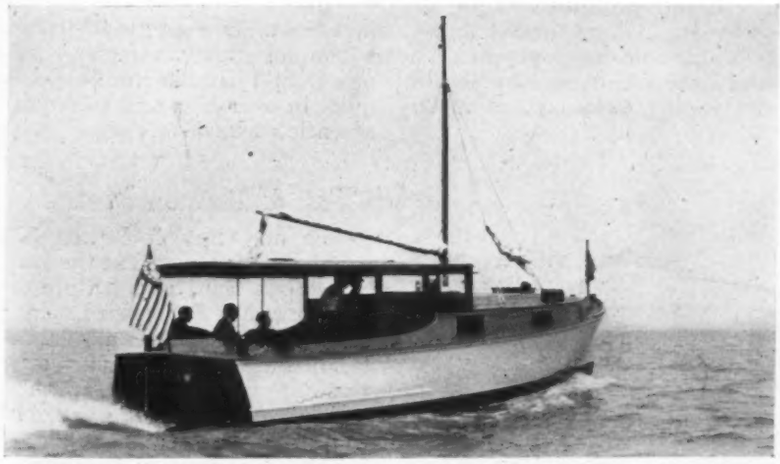
Owners of auxiliary craft will be attracted to the famous model F-4, the compact, powerful machine which has made such an enviable reputation in Alden schooners, and in fifteen of the Seawanhaka Schooners which came out last season. Other models to be exhibited will be: D-2, 10–12 h.p. medium duty and 15–18 h.p. high speed; E-4, 30–45 h.p. medium duty, and 45–70 h.p. high speed; E-6, 40–60 h.p. medium duty and 65–100 h.p. high speed; and F-6, 50 h.p. medium duty, and 100 h.p. high speed.



Exhaust side of new Sterling Chevron 6-cylinder engine, rated from 35 to 120 h.p.



The new Scripps F4 is a compact, powerful engine admirably adapted for auxiliary work.



The Matthews "38" Standard cruiser, one of which is exhibited at the show.

Sterling Engines

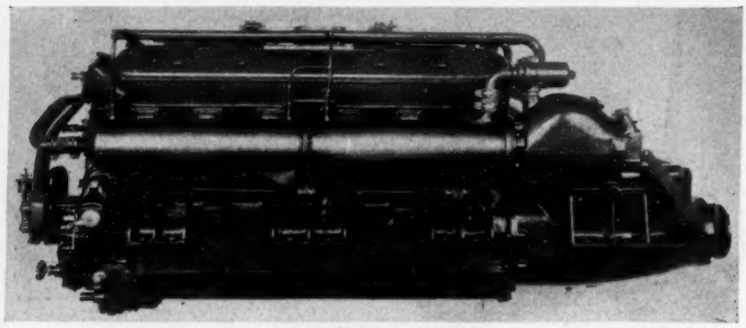
The Sterling Company's Exhibit at the Motor Boat Show this year surpasses any that has heretofore been given. A complete line of current Sterling Models is on view, ranging from 12 to 300 h.p.

A new model, the Sterling Chevron, is presented which should meet with immediate favor. This engine, a 5½" bore, 6¾" stroke, is of T design with removable heads, built in both 4- and 6-cylinder sizes, the 4 developing 25 to 85 h.p. and the 6 having a rated h.p. of 35 to 120. The price of this model is exceptionally low, and the material and workmanship incorporated are up to the usual high class Sterling practice. This new model is a practical installation for cruisers and auxiliaries from 35 to 60 feet in length.

Among the other engines that are shown is the famous Sterling Coast Guard, perhaps the best known model of the Sterling line. Designed and developed for the United States Treasury Department, this model has become famous in its success in powering the 75-foot offshore cruisers of the Coast Guard. It has overhead camshafts, removable cylinder sleeves and many other advanced engineering practices that Sterling has pioneered over a period of 20 years. This type of engine is also shown in a larger model, the Sterling Viking, for larger cruisers, and a smaller one, the Sterling Seagull, adapted for runabout and small cruiser work. The Sterling Dolphins are on display, the 4, 6 and 8 cylinders giving an ample range of horsepower for almost every type of boat.

The little 2-cylinder 12–15 h.p. Neptune Model, suitable for small cruisers, fishing and work boats is also included.

A visit to the Sterling Exhibit is not only interesting from an engineering standpoint but also from the way the Sterling Engine Company presents its product.



The 550 h.p., 12-cylinder, V-type Wright Typhoon motor.

Wright Typhoon Motors

The Wright Aeronautical Corporation, of Paterson, N. J., will exhibit one of their 550 h.p. Wright Typhoon motors, which have broken several records the past season. The Wright Typhoon was developed in response to a demand for a much greater power output than has previously been available in a single unit for express, cruiser and runabout service. To meet these requirements, a 12-cylinder, V-type engine was developed, capable of operating over a wide range of speed. The design incorporates the experience of the Wright Company over a period of eight years in the construction of high powered, light weight and durable internal combustion engines for various purposes. The features incorporated in the motor have been developed by long periods of service and represent the very latest and best practice in high speed internal combustion engineering.

An interesting feature of the exhibit will be the internationally known motor boat *Teaser*, owned by Mr. Richard F. Hoyt, of New York. Built primarily for high speed commuting service on Long Island Sound, *Teaser* has easily beaten racing craft, her winnings including the Free-for-All Runabout Race and International Trophy at the Gold Cup Regatta at Manhasset Bay, when she averaged better than 49 m.p.h. and turned one lap of the course at better than 51 m.p.h. Earlier in the season *Teaser* broke the records between Poughkeepsie and New York, and between New York and Albany, and return, in the latter tests making better time than the famous Twentieth Century Limited train.

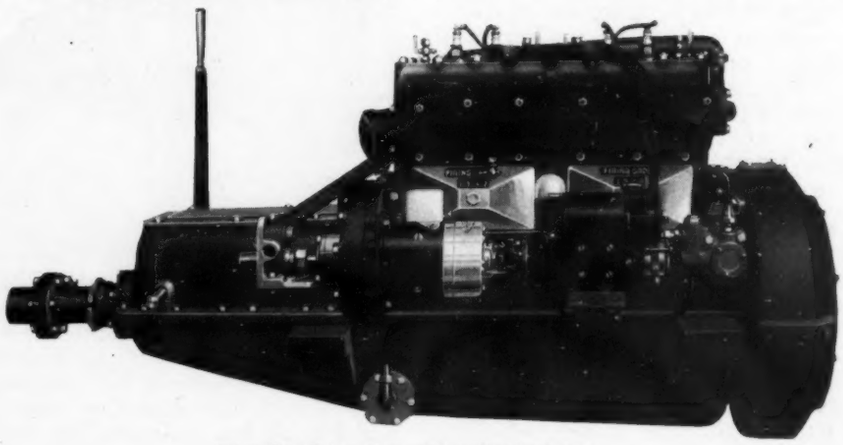
Erd has New Motor and Reduction Gear

The Erd Motors Corporation, of Saginaw, Mich., will have a most interesting exhibit at the Show. Seven different motors, of three different types, with different equipment, will prove of interest to all those who are looking for the latest and best in motor development.

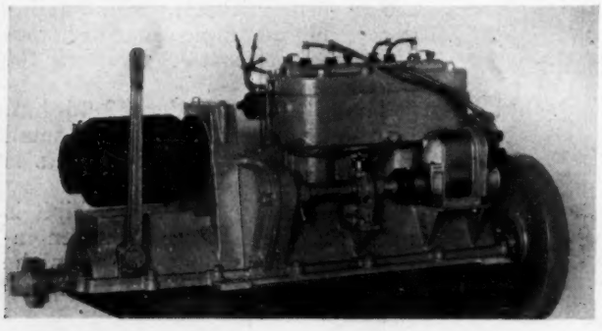
Four of the standard Erd Model S-4, developing 42½ h.p. at 2,000 r.p.m., will be shown. This motor incorporates the most modern features of internal combustion engineering, and is a compact, clean, powerful, reliable and economical power plant. A full force feed lubrication system which uses the camshaft, drilled crankcase, and drilled crankshaft as its conduits, oils all the bearings and every rotating part, including the Paragon reverse gear. There are no grease or oil cups on the entire motor. Cylinder block and crankcase are cast integrally. Every rotating part of the motor is enclosed, yet accessibility is one of the outstanding features.

One of the most interesting exhibits will be of the new Erd S-4 151 motor. This engine has been developed especially for the 151 cu. in. hydroplane class, and is a racing creation made only of the very finest materials. With bore of 3⅜" and stroke of 4⅕", it develops 58 h.p. at 3,300 r.p.m. and weighs but 370 lbs. Exhaustive tests have proven it to be a revelation in speed, power, and lack of vibration.

The new reduction gear developed by Erd Motors will be exhibited as part of the equipment of one of the standard S-4 models. This is manufactured under the Campbell patents, is simple, sturdy, safe, and trouble proof, and is said to be perfectly quiet in operation and to require no attention whatever.



New Erd S.4 motor with reduction gear.



The Fay & Bowen Gobest 4-cylinder model, 7-14 h.p.

Fay & Bowen Motor Co.

The new Fay & Bowen 30-foot runabout, announced in the January YACHTING, will be a feature of the exhibit of Fay & Bowen Engine Co., of Geneva, N. Y. This all-mahogany, bright finished craft, fully up to the Fay & Bowen standard, will have as a companion the Junior Runabout, a 24-foot craft which has a fine record for speed, reliability and handiness.

A complete line of Fay & Bowen motors will also be shown, including the Gobest, the well known 7–14 h.p. 4-cylinder model so well adapted as a power plant for runabouts up to 30 feet; model LC-41, 4 cylinders, 14–27 h.p.; models LN-42 and LNA-42, 4 cylinders, 27–45 h.p.; model LN-43, 4 cylinders, 25–40 h.p.; and model LNS-43, 4 cylinders, 38–60 h.p.

Chris-Craft Runabouts

For the first time in the history of their organization, Chris Smith & Sons Boat Co., of Algonac, Michigan, will be represented at the Show. Their exhibit will be one of their standardized 26-ft. runabouts, beautifully finished in Honduras mahogany, splendidly equipped, and powered with a special 150 h.p. Kermath motor which will hereafter be standard equipment.

Lovers of speedy craft are aware that Chris Smith, with painstaking effort, evolved and built what are today recognized by many as the world's fastest boats. This experience has culminated in the design and production of the all-mahogany 26-ft. runabout with a speed of 35 miles per hour. This new model assures the Chris-Craft owner a complete unit, economical to operate, fully guaranteed, and setting an envious pace for safety, comfort, speed and smartness. The price remains the same as heretofore, notwithstanding additional equipment and a more expensive power plant than that previously used.

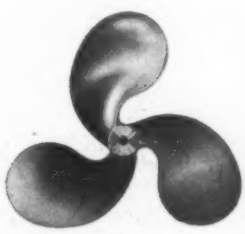
Banfield Sea Skiffs

The Banfield Sea Skiff Works, of Atlantic Highlands, N. J., will exhibit a completely equipped De Luxe Cruiser, 34 ft. long. Banfield Sea Skiffs have made an enviable reputation in the past few years, and the quality in these craft will easily be seen by an inspection of the boat at the Show. The De Luxe Cruiser may be had with three different power plants — twin screw, 70 h.p. Kermath motor, single screw, 200 h.p. Hall-Scott motor, or single screw 290 h.p. Sterling Dolphin, the speed with these installations running from 18 to 28 m.p.h.

The new 1926 Chris-Craft 26-foot runabout equipped with special removable top.

Columbian Propellers

The popular Columbian Propellers will be exhibited in Booths 101 and 102, mezzanine floor, by the Columbian Bronze Corp. Ten distinct types, for use on craft of every description, will be shown, and a trained staff of attendants will be ready at all times to help all hands solve their propeller problems.



The new Columbian 3-bladed weedless propeller.

The new Columbian Three-Blade Weedless wheel should prove especially interesting. It is claimed that with this wheel there is no sacrifice in efficiency in open water, and that in addition to being self-cleaning of grass and sea weed, it will also throw off driftwood and débris. It is adaptable to any engine, high or low speed, and is in perfect balance and free from the annoying vibration sometimes experienced with two-bladed wheels at high speed.

Geo. B. Carpenter & Co.

The Geo. B. Carpenter & Co., well known western marine hardware manufacturers and dealers, will exhibit on the mezzanine floor. Besides a comprehensive line of marine hardware, they will emphasize Carpenter electric running lights, Carpenter electric post lights, the GBC improved adjustable strut, the improved Carpenter steerer and GBC port lights. Their booth is 43.

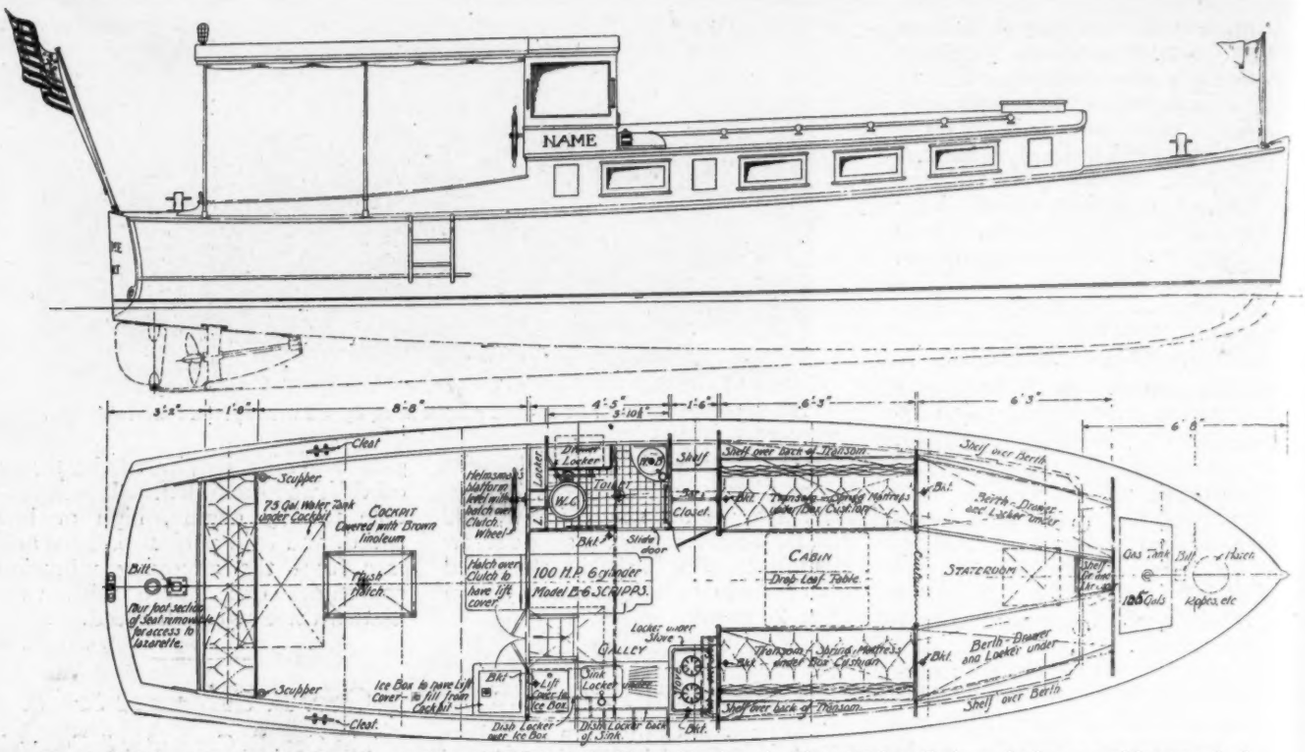
Edson Steering Gears

The Edson Mfg. Corp. will have a comprehensive exhibit of their marine products which have been so popular for many years. Edson Screw Steerers will be exhibited in several models for different types of boats, as will the Edson Quadrant Steerer, said to be the only efficient type of steerer for square stern boats with outside rudders. Other articles on display will be Edson Special Exhaust Hose, Edson Boom Buffer, Edson Bilge Pump, Edson Red Seal Diaphragms, etc.

Jardine Boats

The Edward Fell Jardine Co., Inc., of Atlantic City, are well known as builders of small craft, such as tenders, skiffs, sea skiffs, runabouts, fishing dories, etc. Their exhibit at the show will consist of a 9-ft. yacht tender with special finish, and a Speed Skiff, equipped with Gray 40 h.p. motor, electrically equipped, with speed of 18 m.p.h.

34-foot Banfield fishing boat. Speed 33 m.p.h. with 350 h.p. Liberty. Also equipped with 20 h.p. Kermath trolling engine.



Plans of 38-foot standardized Lawley cruiser exhibited at the Show. Equipped with a 100 h.p. Scripps she has a cruising speed of 15 miles per hour.

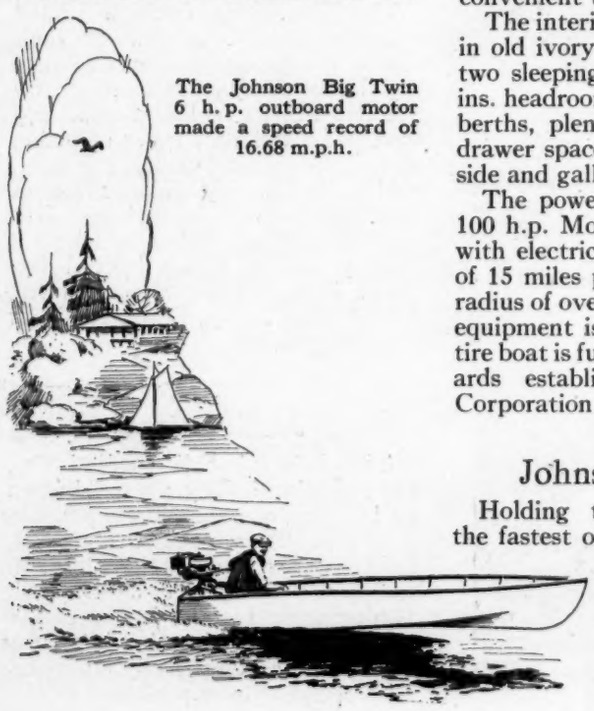
Lawley 38-foot Cruiser

A craft which is sure to attract much favorable comment at the Show is the 38-foot standardized cruiser to be exhibited by George Lawley & Son Corporation, of Boston, Mass. This boat has been very carefully designed, built and tested, is thoroughly seaworthy, has a good turn of speed, and offers unusual accommodations for a cruiser of her size.

The hull is of the round bilge, trunk cabin type. The trunk cabin is of mahogany, with large jump sash windows for light and ventilation. The cockpit is roomy and comfortable, fitted with seats, awning, windshield, and platform for helmsman to afford clear vision over bow of the boat. The main deck is wide, allowing one to pass from bow to stern easily and safely. All controls are convenient to steering wheel.

The interior arrangement, finished in old ivory and mahogany, affords two sleeping compartments, 6 ft. 2 ins. headroom, with four large single berths, plenty of locker room and drawer space, a toilet room on port side and galley to starboard.

The power plant is a 6-cylinder, 100 h.p. Model E-6 Scripps motor, with electric starter, giving a speed of 15 miles per hour and a cruising radius of over 200 miles. The general equipment is complete, and the entire boat is fully up to the high standards established by the Lawley Corporation.



The Johnson Big Twin 6 h. p. outboard motor made a speed record of 16.68 m.p.h.

Johnson Outboards

Holding the world's record as the fastest outboard motor powered boat, the Johnson-designed concave bottom Speedabout will be given a place of honor along with the Johnson Big Twin at the exhibit of the Johnson Motor Co. It was with a boat of this type, equipped with the Big Twin, that the record of 16.68 miles per hour was established recently at White Lake, Michigan.

The new 6 h.p. Big Twin will be officially presented to the public after two years of extensive experimental work. It embodies many of the well known Johnson principles—full pivot steering and reversing, automatic tilting, quick action magneto, float feed carburetor, anti-cavitation plate, etc. It weighs but 85 lbs. despite its great speed and power, and has passed every possible test during the experimental stage.

The Johnson Light Single, presented during 1925, will also be shown. Developing 1½ h.p., it weighs but 26 lbs., and is a favorite with the man who "travels light." The Light Twin, the most famous of the Johnson line, will also be shown, and there will be cut-away motors and parts to graphically illustrate Johnson features and operation.

Valspar Products

The waterproofness of Valspar Varnishes and Valspar Varnish Stains will be fully demonstrated in booths 54 and 55 at the Show. A stream of water will run constantly over panels coated with both varnish and varnish stain. Color panels made up of the various Valspar Enamel Standard

Colors will also be exhibited. Valspar Bronze Bottom Paint will be shown on a model yacht built by Boucher, Inc.

Tiebout for Equipment

W. and J. Tiebout, the well-known dealers in marine supplies, will be on the job in booths 18, 19 and 20, mezzanine floor. No matter what you want in the way of supplies or equipment for sail or motor driven craft, you'll find it at Tiebout's, where they have a splendid stock of everything necessary for the building or equipping of every sort of boat.

Baby Gar for Speed

The famous Bay Gar, probably the fastest displacement runabout ever built, will be exhibited in space B-6, main floor. This flier, which is credited with making the 60 mile run from Detroit to Toledo in 60 minutes flat, is 33 ft. long and powered with a Gar Wood marine engine; is a beautiful piece of work, and is safe, seaworthy and sane, and holds some remarkable records for continuous, trouble-proof running in the hardest kinds of going. Anyone looking for the last word in fast sport runabouts should not miss the Baby Gar exhibit.

Durkee-Guinan

Durkee-Guinan Corporation exhibit will be found at Booths 32 and 33 (mezzanine floor), where there will be on display an attractive line of power and sailboat equipment, including steerers, portlights, bells, running lights (both oil and electric), compasses, bronze and lignumvitae yacht blocks, mast track and slides, wicker furniture, range and searchlights. Also a splendid assortment of Whitlock manila cordage.

Edward Smith & Co. Will Exhibit Varnishes, Paints, and Escolac

At Booths 23 and 24, mezzanine floor, Edward Smith & Co., well-known varnish and paint manufacturers, will have an interesting exhibit showing the excellent qualities of their different products. One of the most severe tests ever made of varnish will show boiling water flowing over a wire net cage to which two coats of Aquatite Varnish have been applied. Another test will show how Escolac, the weather-proof lacquer, resists the effects of water and the elements. This will consist of a brass tray half coated with lacquer and the other half tarnished. Water will run continuously over the tray during the entire show, proving that Escolac "Turns Polishing Days Into Holidays." In addition, there will be a complete exhibit of all the interior and exterior paints manufactured by this concern, which are becoming more and more popular with discerning boat owners.

The Richardson one-design 16-footer is a handsome and able little keel boat. Built from designs by R. E. Winslow.

Richardson Boats

The Richardson Boat Company, Inc., of Tonawanda, N. Y., exhibits at the Show, a 26-foot runabout that is an exceptionally fine piece of design and workmanship. This boat is 6 feet and 9 inches beam with a double cockpit and she is planked and finished in mahogany. With a six-cylinder Kermath motor she does about thirty miles per hour. The Company, however, will install any other motor that the owner may desire.

In addition to this boat, the Richardson Boat Company have specialized in a 16-foot keel knockabout sloop, built from designs by Ralph E. Winslow. This is a very able, fast and attractive little boat, photographs of which may be seen at the Show.

Searchlights

The Portable Light Co., exhibiting in Booth 66, mezzanine floor, will show a complete line of their well-known Half Mile Ray and One Mile Ray searchlights, with several new styles. A new portable Half Mile Ray at a low price will doubtless appeal to many. Several popular sizes of Sireno signal horns will also be shown.

New Jersey Paints

The New Jersey Paint Works, of Jersey City, N. J., will occupy Booth 34 on the mezzanine floor. Their exhibit will not only include the various anti-fouling bottom paints for which they are so well known, but they will show a complete line of all varieties of marine paints and varnishes for use inside and outside of all types of yachts. Large pictures of the boats which have appeared on their calendars will be attractively displayed, and should be appreciated by all seagoers.

Visit Ferdinand's Booth

L. W. Ferdinand & Co., manufacturers of the well-known Jeffery's Marine Glues, extend a cordial invitation to all hands to visit booth 70 for a rest and a "gam." Their display will include various deck specimens showing marine glue in the seams, and the application of marine glue in attaching canvas and other material to decks, and all the different varieties of marine glue which they manufacture. There will be a hearty welcome for all, and no attempt will be made to sell goods over the counter.

Francke Flexible Couplings

Smith & Serrell, agents for Francke Flexible Couplings, will have an interesting and instructive exhibit at Booth 112, mezzanine floor. Besides several couplings of various types, for use in various power driven craft, they will have an exhibit showing how a rigid coupling causes shaft binding and loss of power when the shaft is even slightly out of line, and close by will be another outfit, equipped with a Francke Flexible Coupling, showing how freely a shaft operates even when there is considerable error in shaft alignment.

Hacker-Dolphin runabout doing better than 30 miles an hour. The latest model of this craft will be seen at the Motor Boat Show.

Hacker Dolphin Runabouts

Hacker & Fermann, Inc., distributors of the Hacker Dolphin Runabouts, will have two splendid craft on exhibit at the Show. These will be the 1926 Model 26-foot Hacker Dolphin, and the 22-foot Baby Dolphin, both craft with a pedigree which will stand the closest investigation.

Very few changes have been made in the 26-foot model which are apparent to the casual observer. Nevertheless, Mr. John Hacker, the designer, has made changes in the hull which are good for an additional three miles an hour, and other changes will be noted for the first time at the Show. The option of two motors is offered. With the model F-6 100 h.p. Scripps, speeds of 35 miles an hour can be maintained, while for a small additional cost the new Scripps Model G-6 150 h.p. engine will give speeds well in excess of this figure.

The fine material and equipment of the 26-foot Dolphin will also be in evidence in the 22-foot Baby Dolphin, a craft having the same features of safety and comfort as the larger boat. It will really be a sport runabout selling at a very reasonable figure.

Packard Marine Motors

Four high speed Packard Marine Motors will be exhibited by the Packard Motor Car Co. The smallest is the 1-M-268, a six cylinder motor developing 45 h.p. at 1,800 r.p.m. Next is an eight cylinder (in line) motor, 357 cu. in. piston displacement, developing 60 h.p. at 1,800 r.p.m.

The 1-M-621 is a six cylinder machine with piston displacement of 621 cu. in., developing 260 h.p. at 2,500 r.p.m., and is known as the Gold Cup Motor. It was the power plant in *Baby Bootlegger*, winner of the Gold Cup at Manhasset Bay last year, and was also installed in *Impshi*, which set a new record for one lap in the same contest.

The fourth motor is the identical one with which Colonel Vincent broke the world's record for displacement boats in the 150-mile Sweepstakes Race at Detroit, making 55.55 miles per hour for the whole distance. Known as the 1-M-1242, it is a 12 cylinder machine, piston displacement 1,242 cu. in., developing 550 h.p. at 2,500 r.p.m., and weighs but 1,140 lbs.

Designers and Brokers

Yacht designers and brokers will be found at the Show this year in greater numbers than ever before. Coming at a time when yachtsmen are beginning to plan for the coming season, the Show provides an excellent opportunity for them to present their offerings in time for clients to size up the situation and make a wise choice of a boat. In addition to plans, specifications and photographs of available craft, there will be plans of new craft now building, and models and paintings of various types, all of which are sure to be found interesting. Those exhibiting this year, all of whom will be on the mezzanine floor, are John G. Alden, Charles D. Mower, John H. Wells, Rigg's Yacht Agency, and Ford & Payne.

Wee Scot—Great Scot

Two interesting little sailing craft will be shown by the Milton Point Boat Works, of Rye, N. Y. These will be the Wee Scot, of which over a hundred were in commission the past season, and the Great Scot, a Marconi-rigged, 21-ft. keel sloop. The latter will be well built of good materials throughout, with mahogany trim, blocks and hardware of bronze, sails of Wamsutta duck, and other equipment of like quality.

National Marine Lamp Co

Anyone interested in lights of any kind, whether navigating lights, searchlights, interior lighting fixtures, oil or electric, should visit

Bulkhead electric light fixture for power boats made by the National Marine Lamp Company.

Booth 62, mezzanine floor, where the National Marine Lamp Co. will have an attractive exhibit of all the different kinds of lights and lighting fixtures which are especially adapted to yacht use.

Super Bear Cats

With the splendid records of the original Bear Cats to look back upon, the Belle Isle Boat and Engine Co. will be at the Show this year with the Super Bear Cat, a 30-foot runabout which is the culmination of fifteen years experience in the building of fine craft.

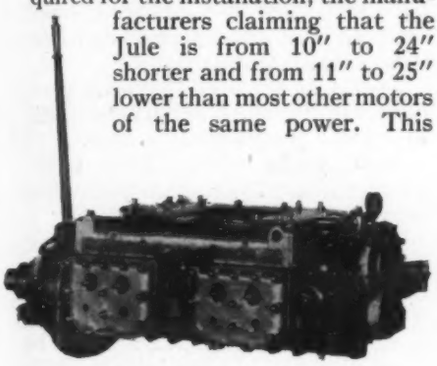
The Super Bear Cat is 30 feet long and 7 feet beam. Bottom and topside planking, as well as decks, are of selected Honduras mahogany, and combined with stream-line design of hull and fittings, and luxurious equipment, is one of the finest runabouts afloat.

The Model L. M. Hall-Scott Motor, developing 225 h.p. at 1,800 r.p.m., is standard equipment, and is said to give a sustained speed of 40 miles per hour. Larger power plants may be substituted if desired. Because of its size, comfort, reliability and speed, the Super Bear Cat is becoming more and more popular for commuting service, being an utilitarian craft as well as a pleasure boat for the entire family.

Thirty-foot Super Bear Cat exhibited by the Belle Isle Boat and Engine Company. Powered with a 225 h.p. Hall-Scott, she makes a sustained speed of 40 m.p.h.

Jule Motors

A motor which is very different from the average will be seen for the first time at the Show at space D-1, main floor. This is the new Jule motor, manufactured by the Jule Motor Corporation, of Syracuse, N. Y. Instead of the cylinders being in line, or in the form of a V, they are of the horizontal opposed type, set at 180 degrees. This results in greatly economizing in space required for the installation, the manufacturers claiming that the Jule is from 10″ to 24″ shorter and from 11″ to 25″ lower than most other motors of the same power. This saving in space will be readily appreciated by designers and users of bridge deck cruisers, double cockpit runabouts, auxiliaries, etc.



The Jule horizontal opposed engine.

Two motors will be shown, the first a 4-cylinder machine rated at 50 h.p., and the second an 8-cylinder engine rated at 100 h.p., both turning 2000 r.p.m. The weights are 590 and 846 lbs., respectively. The most modern, up-to-date features, and finest materials and workmanship are incorporated in a motor which is said to be quite remarkable for its lack of vibration, long life, accessibility, economy, and easy starting and controlability.

A. M. F. Pumps

A splendid line of rotary pumps, both vacuum and pressure, will be exhibited by the American Machine and Foundry Co., of Brooklyn, N. Y. There are many outstanding features on all the A. M. F. pumps, which will be fully demonstrated at the Show to anyone interested in any kind of pump, for water, gasoline, oil, or other fluid. A new hand rotary pump will appeal to owners of small craft. A double and single capstan, both power driven, will also be shown. Messrs. C. Q. Wright, Jr., C. E. Anderson and P. E. Johnson will be in attendance at the Show to explain the different models and help anyone solve their pumping problems.

Evinrude Outboards

The exhibit of the Evinrude Motor Co. promises to be unusually interesting this year, for in addition to the 1926 Champion Sport Twin and the new 1926 Big Twin, they will show the motor boat *Transcontinental*, which recently crossed the continent, a trip of 5280 miles, powered with two Evinrude motors.

The splendid showing of the two 4 h.p. Evinrudes in the *Transcontinental* on the ocean-to-ocean journey led to the development of the 1926 Big Twin, a motor with several features previously seen only in the Sport Twin, and 20 pounds lighter than previous Big Twins, yet with even greater power and speed.

The Sport Twin shows several notable improvements. The automatic tilt-up has been improved, as has been the cooling system. The magneto will shoot a spark 25% hotter than before, a new rope steering device is employed, and the power and speed is increased by enlarging the inlet ports, thereby permitting a greater flow of gas to the cylinders.

Rotary hand pump exhibited as one of the line of vacuum and pressure pumps exhibited by the American Machine and Foundry Company.

Beaver Motors

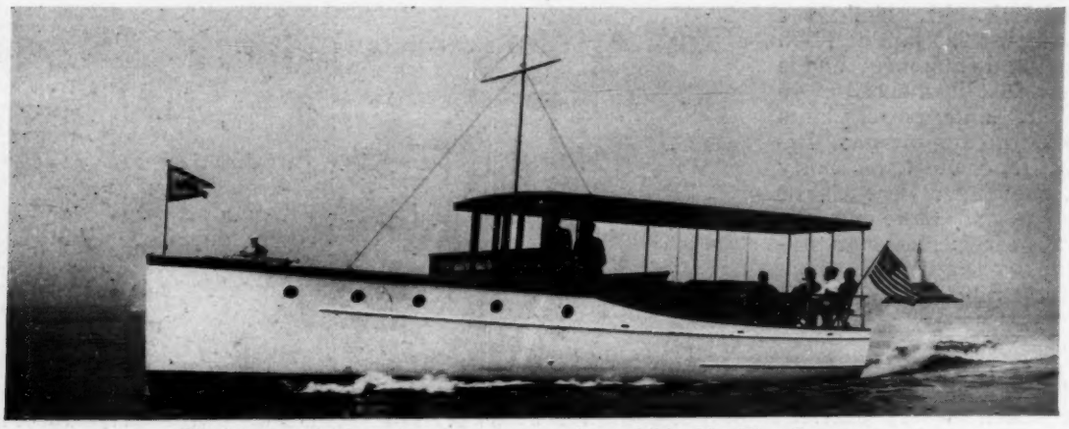
The Beaver Manufacturing Co., of Milwaukee, manufacturers of tractor, truck, industrial motors, etc., will have three marine motors on display at Booth L, main floor. Two engines will be of four cylinders each, while the third will be a six cylinder machine developing 175 h.p.

Luders Boats

The Luders Marine Construction Co., of Stamford, Conn., will have on exhibition one of the attractive little Red Wing sloops, a class of boat which has proven very popular the past season or so. In addition, there will be a yacht tender, built and finished in a manner to be expected from a firm which has a reputation for turning out nothing but yachts of the highest class.

Yacht Rope

A display of the finest yacht rope will be seen at the exhibit of the New York Cordage Co., of 162 South st., New York City. Besides a general assortment of cordage as is in general use aboard yachts, there will be featured linen thread balloon rope, which is used extensively on racing yachts, Italian yacht bolt rope, Italian yacht marlines, and manila and linen yacht rope.



The latest model forty-two-foot power cruiser exhibited by Elco Company.

New Elco Cruisers

Port Elco, the permanent show room of Elco craft, will again be thrown open to form a part of the main exhibition floor. This year Elco will have five attractive craft on display, three of which are newcomers which bid fair to attract much favorable attention.

The new boats are a craft of 62 feet, with twin motors, a 50-footer, and a 42-foot double cabin cruiser.

The 62-foot boat is a development of the successful 56-footer, but much more commodious throughout, and containing many features not found in the previous boat. The deckhouse is divided, the greater portion being used as a deck saloon. An elevated pilot room occupies the forward part of the deckhouse and may be used as a captain's room or overflow guest room. The after quarters include two double staterooms and a single stateroom, and a splendid bath room. Forward of the deck saloon is a comfortable lounge, with sleeping accommodations for two more, and a lavatory adjacent. Two of the new Elco 6 cylinder engines of 94 h.p. each should drive her 14 miles an hour.

The 50-footer is a development of the former 45-footer. The owner's quarters are quite similar, the bridge is larger and inclosed on three sides, and the after deck space has been increased. The crew's quarters and engine room have been greatly improved. A single 94 h.p. Elco motor gives a speed close to 14 miles an hour.

The 42-footer is a new development, comprising all the accommodations previously obtained in the 45-footer, but showing the influence of the Cruisette. There are good accommodations for six people besides a paid hand, two toilet rooms, fine deck space, etc. A 4-cylinder Elco engine of 50 h.p. is said to drive her at 12 miles an hour.

The Elco Cruisette, with the 4-cylinder Elco 50 h.p. motor, and the popular 26-footer, with Elco-Gray motor, remain unchanged fundamentally, though many improvements will be noted in both models.

Cape Cod Boats

The exhibit of the Cape Cod Shipbuilding Corporation will prove especially interesting to those interested in tenders, dories and small sailing craft. The 20-ft. Special dory launch and the 19-ft. Runabout will be the leaders of the power driven line, while the popular 18-ft. Baby Knockabout and 15-ft. Junior sailboat will head the fleet of sailing craft. In addition there will be a 14-ft. decked sailing boat, a 15-ft. seagoing outboard motor boat, a 14-ft. boat designed especially for use with outboard motors, and a number of rowboats, skiffs, aquaplanes, pumps, floats, etc. It would be difficult to find a more extensive and complete line of small craft than that which will be shown by the Cape Cod Shipbuilding Corporation.

Fifteen-foot Junior sailboat exhibited by Cape Cod Shipbuilding Corporation.

The Consolidated Exhibit

The Consolidated Shipbuilding Corporation, of Morris Heights, New York City, will exhibit at their usual position at the Show, booths A-3 and A-4. In addition to a full line of their well known Speedway marine engines, ranging from 22 to 300 h.p., they will show the following small craft, all built and equipped up to the Consolidated standard:

34-ft. Consolidated Playboat, completely equipped, powered with Model MR 180 h.p. Speedway motor.

16-ft. yacht tender; 23-ft. coupe yacht tender; 23-ft. open yacht tender; 9-ft. rowing tender.

In addition, a Speedway electric flusher will be shown at Booth 40, Mezzanine floor.

John J. Amory, President, will be in charge of the exhibits, and will be assisted by W. J. Parslow, B. Cribbenger, W. K. Parslow, J. F. Potter, W. A. Roos, Jr., W. G. Wood, A. Christen, and H. W. Patterson.

Users' Tax to Be Abolished

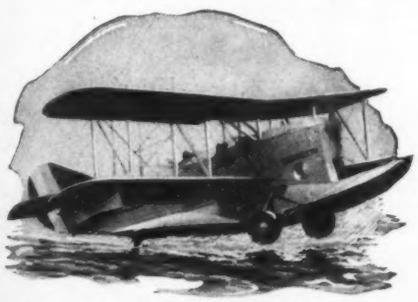
Thanks to the efforts of the legal committee of the National Association of Engineers and Boat Manufacturers, headed by Henry G. Sutphen, it looks as if the owners of American-built yachts and pleasure boats will be relieved from the annual users' tax which they have been paying ever since the late war. The committee of the National Association has worked hard to get this nuisance tax abolished. The tax bill reported by the House abolished this tax and the recommendation that it be abolished is also made by the Senate Committee, so that there is a good prospect that it will soon be a thing of the past. While providing for the elimination of the tax on American-built boats, the Senate bill provides for a users' tax on foreign-built yachts, double the prevailing tax.

Valspar always wins!

Baby Bootlegger won the coveted Gold Cup for the second time at Manhasset Bay, last August. Built by Henry B. Nevins, Inc., she's Valsparred, of course! Photos by M. Rosenfeld, N. Y.

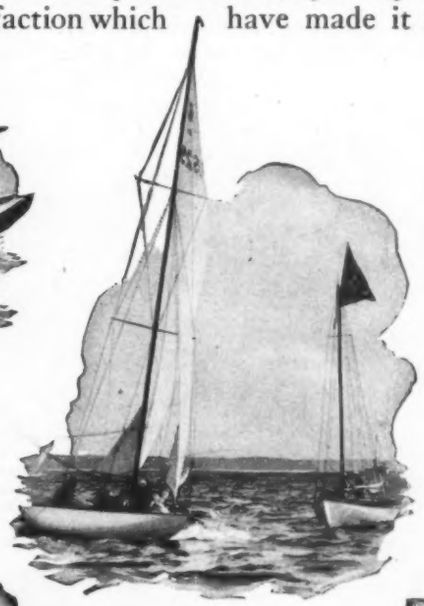
EACH year when the boating season draws to an end, and yachts and speedboats are either housed for the winter or are sailing in Southern waters, the list of the year's outstanding champions gives impressive tribute to Valspar's supreme quality and lasting beauty. For almost without exception, *every one is Valsparred!*

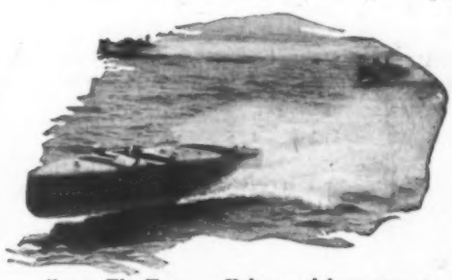
And this is not a matter of chance. For Valspar has won its commanding position among yachtsmen by sheer merit, by always giving the same unequaled service and satisfaction which have made it famous the world over.



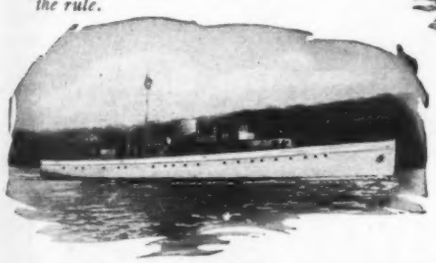
Above: Valspar went with MacMillan to the Arctic on this Loening Amphibian plane last summer.

Below: Yachts of quality, large and small are Valsparred. The Shadow K, Carl G. Fisher's new Diesel yacht, built by the Consolidated Shipbuilding Corporation, is no exception to the rule.





Above: The Teaser—Valsparred from stern to stern—established a world's record in the 105-mile international race for boats of her class last summer. She was built by Henry B. Nevins.



Even if the Lanai hadn't won the International Six-Meter races held last summer on Long Island Sound, Valspar would have come in first—for every one of the eight entries in these events, both American and Scandinavian, was Valsparred!

Above: Baby Gar IV, the boat that beat the 20th Century Limited's time between Albany and New York, was Valsparred.

Largest Manufacturers of High-Grade Varnishes in the World

This coupon is worth 20c to $1.60

VALENTINE'S VALSPAR
The Varnish That Won't Turn White

VALENTINE & COMPANY (Yacht. 2-26)
460 Fourth Ave., New York

I enclose dealer's name and stamps—20c for each 40c sample can checked at right. (Only one sample of each product supplied at this special price. Write plainly.)

Valspar Instruction Book with Color Charts, 15c extra.

Dealer's Name .....
Address .....
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Clear Valspar	☐
Valspar Bronze Bottom Paint	☐
Aluminum Paint	☐
Gold Paint	☐
Yacht White	☐
Yacht Black	☐
Valspar-Enamel Choose 1 Color	☐
Valspar-Stain Choose 1 Color	☐
Valspar Book	☐

Several Sea Sleds

Four handsome Sea Sleds will be on exhibition at the booth of the Sea Sled Corporation, of West Mystic, Conn. The inverted V-bottom hull of the Sea Sled is unique in the marine field, being a remarkably fine sea boat, fast, steady, and safe and practical in rough going.

Two 28-foot hulls will be shown, one a runabout and the other the sedan type recently developed. Both will have Hall-Scott motors. A new, moderate priced 23-footer, built in both runabout and sedan types, seating seven to nine passengers and powered with a Buda motor, is sure to receive favorable comment. The well known Sea Sled dinghy will complete the exhibit.

Hall-Scott Motors

A complete line of Hall-Scott motors will form an attractive exhibit at the Show. Interest will undoubtedly center around the two models HSR-6, 90–100 h.p., and HSR-4, 60–70 h.p., both of which are equipped with the new Hall-Scott reduction gear, allowing the use of a slow turning propeller in conjunction with a highly efficient, modern high speed motor. The sliding gear transmission gives an absolutely free running neutral and 100% reverse speed.

Other models which will get their full share of attention are the HSM-4, 50–70 h.p.; HSM-6, 70–100 h.p.; LM-4, 125 h.p.; and the LM-6, 200 h.p.

Handsome Yacht China at Ovington's

The display of special yacht china at Ovington's booth is sure to be attractive to cruising yachtsmen who appreciate taste and individuality in the appointments of their yachts. Attractive sets of china, especially designed for the individual, are both pleasing and distinctive, and add much to the pleasure of both guest and owner. The exhibit at the Ovington booth will show a number of the attractive designs which this firm turns out at moderate cost.

Navigating Equipment

The exhibit of the Kelvin and Wilfred O. White Co. cannot help but attract all those who own, use, build or buy any type of yacht. For here will be found a complete display of the navigating equipment necessary on all craft, from the largest to the smallest. Compasses, binnacle lights, Walker logs, sextants, parallel rules, special compass correctors, etc., are but a few of the many navigation appliances which they will show.

Dodge Watercars

The Horace E. Dodge Boat Works, of Detroit, will have a complete display of their four models of Watercars at the Show. These fine little craft are in two sizes and four models, with choice of 30 h.p. Dodge Marine motor or 90 h.p. Dodge-Curtiss Marine motor.

The first is a single cockpit runabout 22½ ft. long, with speeds of 20 or 37 miles per hour according to motor installed. The second size is 25 ft. long, a double cockpit runabout capable of 15 or 35 miles an hour, according to power plant. All boats have ample seating capacity, are handsomely designed and finished, and uphold the Dodge reputation for dependable, seaworthy performance.

A bird's-eye view of the Motor Boat Show as seen by YACHTING'S artist, H. J. Peck.

Luxury and Comfort Afloat

New York Galleries, Inc., Decorators

THE yacht owner who takes the same pride in the *appearance* of his vessel that he does in her performance may be assured of perfect satisfaction with his craft's deck and cabin appointments by engaging this establishment to provide them.

¶ With many years' experience in creating distinctive interiors for important town and country houses, this organization of decorators and cabinetmakers operates its own shops, where there is every facility for completing each detail of the furniture, lighting fixtures, draperies, upholstery and decoration of the modern yacht—whether she be an ocean-going steamer, a power cruiser or a racing or cruising "two-sticker".

¶ Suggestions may be gained from the interesting exhibits at the Galleries, where a consultation regarding the decorative possibilities of your craft will entail no obligation.

New York Galleries

INCORPORATED

Madison Avenue, 48th and 49th Streets

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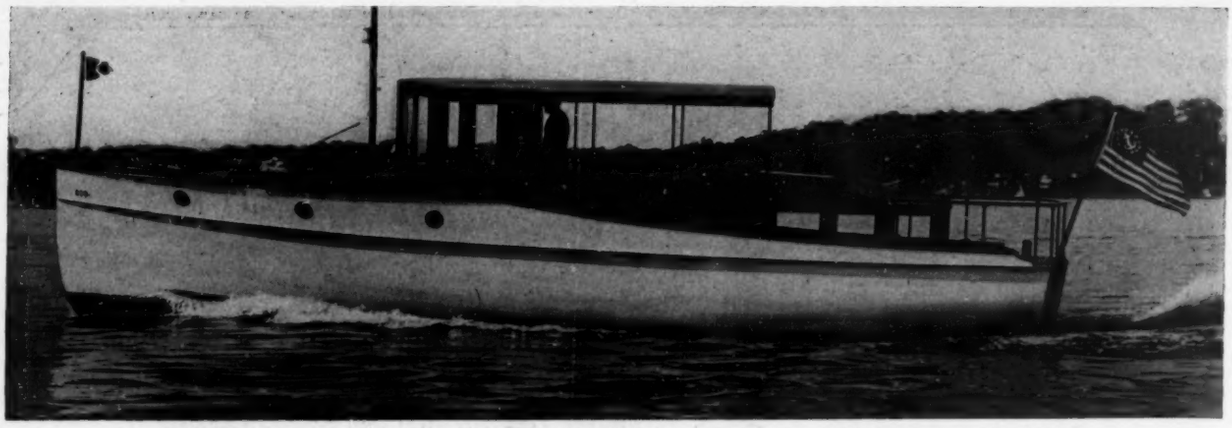


Gordon deep-sea cruisers of this type are built in 39-feet, 42-feet and 46-feet overall length.

Gordon Cruisers on Exhibition

The Gordon Boat Company which had one of its 35-foot specialized deep sea cruisers at the Motor Boat Show last year, where it attracted unusual attention, announces that it will not exhibit at the Show this year, as it will have three boats at the New York plant, 214th Street and the Harlem River, thirty minutes from the Palace by subway. In this way the Company is able to show three boats.

These three boats are the three models that the Company builds, 35 feet, 42 feet and 46 feet, and may be seen finished, and in various steps of construction so that a prospective purchaser can see exactly what he is buying and get an idea, from a personal inspection, of the construction of a Gordon cruiser.

"Nautical Nuggets" to be Continued

The series of articles on yacht racing, which appeared in YACHTING last summer, entitled, *Nautical Nuggets*, by William W. Swan, created so much interest, especially among the novices at yacht racing, that YACHTING has arranged with Mr. Swan to continue the series, starting in the March number. The first of these will be on painting the boat and the importance of getting a good smooth racing bottom on the craft. This will be followed by an article on rigging the racer and on the finer points of handling the boat in actual races.

Mr. Swan is especially qualified to do this work as he has had wide experience and an enviable reputation as a racing skipper. A number of years ago he sailed the *Joyette* in the International Sonder Class races with the Germans, sailed off Marblehead.

Book Review

Last Days of Mast and Sail — By Sir Alan Moore, Bt.

Oxford University Press, 1925

THE dignified sub-title of Sir Alan Moore's *Last Days of Mast and Sail*, which he calls an "essay in nautical comparative anatomy," or a study of nautical archaeology, is more ominous than a study of the book warrants. Although highly technical, as such a book must needs be, it does not lack anything in interest. In fact, thanks to the narrative style employed by the author, and the illuminating drawings of R. Morton Nance, it becomes far more than a mere text book.

A man of medicine, Sir Alan has long made the sea the subject for his avocational interests, and during the war followed up some studies in the history of the sail. His rather wide travels have made possible a gathering together of information which is very exhaustive. With the mind of a true scientist the author has searched for the causes of sail and rigging form, and while some of the information is not new, the volume serves to preserve the best information of an art which is rapidly passing from existence — the handling of sails.

The author writes of Sails and Rig, Square Sails, Lateen Sails, Spritsails, Gaffsails, Lugsails, and gives a picture of what he believes to be the natural decadence of sailing craft (except as kept alive by yachts) at the present time and into the future.

Described in very interesting detail is the Keel, a square rig on a single mast, a type of craft seen chiefly in English waters. Although the rigging on these boats is of an old fashioned sort, their skippers have generally adapted the best modern appliances to make their handling more simplified. The same holds true for other craft in northern waters.

The author writes most interestingly, perhaps, in seeking out the causes of similar or different rigging in various parts of the world. His methods of locating and examining new rigs are ever a source of keen interest to the reader.

The book is at all times interesting, and has a rather peculiar significance today with the rapid spread of the marconi rig on racing yachts; a rig which, by the way, probably developed somewhat from the lateen type of sail found in the waters of the Mediterranean and Northern Africa. The yachtsman who wishes to know the why and the wherefore of the different rigs the sea has seen should own the book.

J. G. S.

Sandusky Speed Boat

An 18-foot Speed Boat, suitable as a yacht tender or sport boat, will be exhibited by the Sandusky Boat and Cabinet Works. This little craft is well built and finished, fully equipped, and with a 4-cylinder Roberts motor, is said to be capable of a speed of 25 miles per hour, with a cruising radius between 300 and 400 miles. It sells at a very low price, quality considered.

Evinrudes Everywhere

That the ubiquitous outboard motor is a factor in the daily life of people in all parts of the globe is becoming more and more apparent. Dan Ross, United States Marshall of Unalaska, uses his Evinrude-equipped craft constantly in pursuance of his arduous duties, and believes that his Evinrude enjoys the distinction of being the farthest west of all the outboards.

Chris-Craft Chris-Craft

Wrought By Men Skilled in the Art of Boat Building and Design

The Chris Smith organization still holds the record of having produced the world's fastest speed boats. More, they have turned this hard won experience to practical account. For three years past, Chris Smith & Sons have been building a beautiful standardized Chris-Craft mahogany runabout. Today this boat is unequalled anywhere for price—performance and appearance.

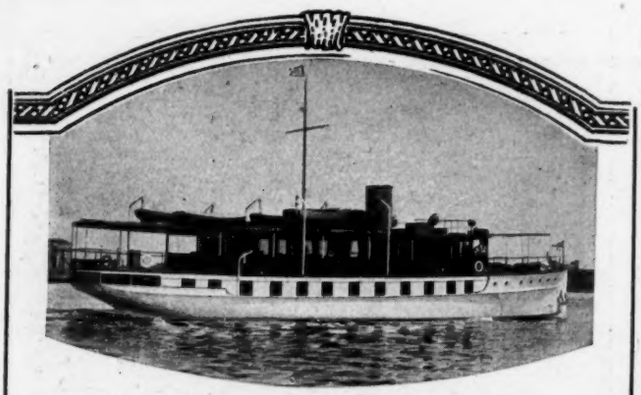
The Chris-Craft possesses all the qualities for an ideal runabout. It offers abundant power and speed; it combines rare riding comfort with an unequalled sense of security. Extreme ease of handling is one of the inbuilt features to make the twenty-six-foot Chris-Craft the perfect family runabout. A specially designed marine motor gives a new meaning to runabout values.

The smart appearance of the Chris-Craft finds favor in every one's eyes. The boat is marked for its trimness. Every line bespeaks well conceived design. Its highly finished mahogany decks and glistening hull mark the Chris-Craft as the perfect product of the boat builder's art.

$3500—f. o. b. Algonac

CHRIS SMITH & SONS BOAT CO.

ALGONAC *Largest Builders of Fast Runabouts* MICHIGAN



The 98-ft. Houseboat, ALSCOTIA
built by us for
Mrs. Stricker Coles, Bryn Mawr, Pa.

The Center of Interest in Florida

History is repeating itself.

As in previous years since 1907, Mathis-built houseboats are the center of interest in Florida this season. And among them all, it is interesting to note that Mr. Richard M. Cadwalader, Jr.'s new

104-ft. Houseboat, SEQUOIA II

(*illustrated below*) is just as notable as was the 85-ft. Sequoia, which we built for him just before the 1925 season.

Never before has so much luxurious comfort been combined in a 104-ft. boat, with such yachtiness of line, such seaworthiness and such speed — 15 miles an hour. The SEQUOIA II is of slender appearance despite its 19-ft. beam, its draft of 4 ft. 3 inches and its new-type Mathis yacht-stern, which give it speed and sea-going qualities seldom found in houseboats.

Its large deckhouse is finished in teak inside and out. Its interior decoration is the last word in beauty and luxury.

The 98-ft. ALSCOTIA, *illustrated above*, is another notable Mathis-built houseboat now in Florida. Built for Mrs. Stricker Coles, Bryn Mawr, Pa., it was the center of interest when it first appeared at the New London Boat Races; and everywhere since.

Our most recent additions to the Florida fleet are the

92-ft. TROUBADOUR
Mr. Webb Jay, Miami, Florida, owner

92-ft. THALIA
Mr. Thomas M. Howell, Chicago

Two new houseboats rivalling yachts in speed, appearance and seaworthiness and possessing comfort which no yacht of less than 115 feet can rival.

MATHIS YACHT BUILDING CO.

Houseboats and Cruisers from 40 to 120 feet

104-ft. SEQUOIA II
newest Mathis-built boat of
Mr. Richard M. Cadwalader, Jr.

Front & Erie Sts.
Camden,
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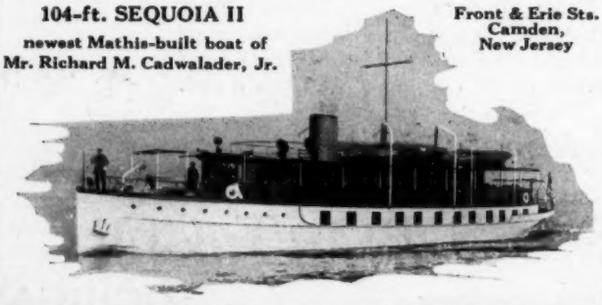


Off Shore With *Mary*

(*Continued from page 39*)

Chase and I were watching the big cloud bank. It was full of heads and faces and figures of people and beasts. Lions and ogres and pretty women and, I may state without disrespect, one excellent and imposing profile of Chauncey M. Depew. I was admiring this titanic bust when Chase called my attention to a curious translucent spur jutting down at an angle from the straight rim of slate colored strato-nimbus cloud, below which was a clear band of sky.

"What's that prong?" He asked.

It struck me then that I had seen the like before, in the Sulu sea, in 1899, when I was one of the surgical staff aboard the U. S. Army Hospital Ship *Relief*, out in the Philippines.

"Looks like a waterspout in the making," I said.

It kept on looking that way, and more so. Presently with the glass I could see a commotion on the sea's surface under it. I called Quentin who was cleaning up from supper.

"Ever see anything like that in Bermuda?"

"Yes, sir. Waterspout. One came into St. George's Harbor, heading for the *Powerful* (a big ocean salvage towboat). She slipped her cable and put into the wharf."

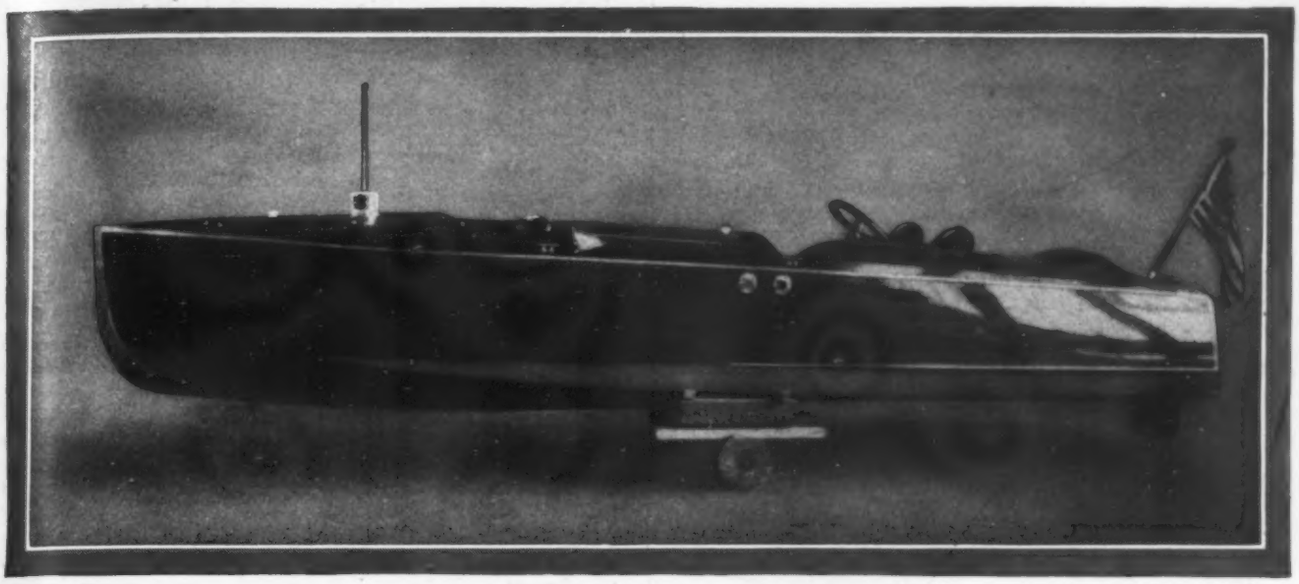
Another began to form. It became then apparent that the first was moving straight toward us. The boys seemed in favor of giving it the right of way, and I had no objections under the circumstances, flat becalmed, to starting the motor. I did not design *Mary* for waterspouts, and was not curious to try her out on one as big as that.

Lunt did not need urging to fire up. J. W. L. responded nobly to the crisis, starting vigorously at the first whirl. *Mary* began to sidestep, obliquely to the apparent course of the waterspouts. The first began presently to break up, which it had our permission to do. The sun set, not clear as Lunt had hoped, but in a crimson whorl. We then perceived that the cloud mountains were filled with lightnings, vivid flares and flashes even with the day still bright. Two more waterspouts formed and started to march toward us, whirling dervishes of the sea. *Mary* tucked up the white hem of her skirt and moved rapidly away.

Quentin said reflectively: "The water goes up salt and comes down fresh." and herein was food for thought. Some little still up there.

We stopped the motor after midnight when the wind came fresh N.W. More squalls, more pyramidal seas, torrential rain, the waterspouts coming down fresh. I went up to take my trick in the grey dawn and found Chase wrestling with the wheel, very much washed, looking rather bleak but happy. He was driving *Mary* under full sail in half a gale of wind with big, cresting, vicious looking seas rearing on our quarter. Chase was having his hands full to keep her off, and after I had relieved him and found how much steering was required we took the mainsail off her. Even then I did not feel quite easy in my mind about the steering gear. It is the merciless worm thread sort that gives the helmsman a tremendous leverage but does not yield an atom to the strain on a wooden rudder stock, severely trying even selected heart of oak cut close to the ground, as was ours.

The end of last December and in January when I started to take *Mary* from East Boothbay to California and had been blocked by ice, her original steering gear was one reason for postponing the voyage. She made a mess of it, and another had to be installed. But in doing this the integrity of the rudder stock had suffered, and this now demanded some consideration. I had anticipated possible trouble here, and we wore a jury rig all clamped on before we started, but this was only for emergency, bungling and awkward.



Showing the New 22-foot Baby Dolphin Runabout

Two New Models for 1926—The Dolphin and Baby Dolphin Runabouts

The new 22-foot runabout built by the Hacker organization and to be known as the Baby Dolphin has been designed to meet a very definite need. It is almost a duplicate in appearance of the refined 26-foot Dolphin with its smart lines and general effect. It is extremely staunch, is salt water equipped throughout and is ideal as a yacht tender or for small bodies of water. Equipped with either the Scripps F-4 or Scripps F-6 it attains speeds of 25-35 miles per hour, depending on the size power plant used.

You will find this roomy seven-passenger runabout ideal for any use and extremely economical to purchase and operate.

A Faster 26-foot Dolphin

The 26-foot standard Dolphin in the new model is virtually the same as the previous one with the exception of several changes in hull lines that have given these runabouts an additional 2½ miles of speed. Nickel metal supplants the brass trim and gives the Dolphin an added air of beauty and refinement. Guaranteed speeds of more than 30 miles per hour with a standard six-cylinder marine motor go with every boat sold.

"Spend your play hours on the water in a Dolphin"

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AT THE stern of tender or dinghy a Johnson Light Twin or Light Single is the ideal "go between" from shore to cruiser or yacht.

Extremely simple to maneuver — to control. Full Pivot Steering gives full power or any part of that power for steering in *any* and *every* direction.

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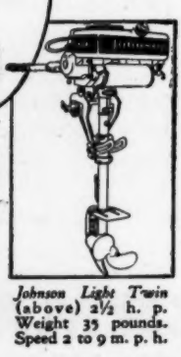
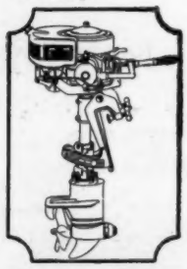
Johnson Light Single (above) 1½ h. p. Weight 26 pounds.



Johnson Light Twin (above) 2½ h. p. Weight 35 pounds. Speed 2 to 9 m. p. h.

Johnson Big Twin (below) 6 h. p. Weight 85 pounds. Speed 12 to 16 m. p. h.



Johnson
Outboard Motors

WORLD'S LARGEST MANUFACTURERS OF OUTBOARD MOTORS

We now got some real wind and sea, the sort of crumbling swell that one of the old sea dogs had prophesied would climb over the stern and get in bed with me. The short, steep cresting character of these waves and the angle of their attack were precisely the combinations to take this liberty, if it were ever to be taken at all. But my bed remained inviolate, though exposed, as I did not even bother to drop in the weatherboards to protect my cabin from a washout if the cockpit were flooded.

This big swell was now fairly regular but still a cross one, ponderous enough but less thick and painty because the day was dark and the wave crests breaking off in huge crumbling masses that seemed to dive at *Mary* with outstretched arms. But they failed to grapple her strong, well-rounded body. She passed them disdainfully beneath. First flanking her on the port quarter, the corner of the broad and high square stern acted as a bluff bow, though lessening the shock of contact by retreating. I tried letting her take them abeam, and once or twice when a heavy squall with a deluge of rain would strike us, a bit forward of the beam. The result was the same. The section of her first presented lifted high and passed them under with no fuss at all. The forward thrusting slant of the wave had her always well hoisted before the crest came boiling along. As she did not seem to need any assistance I finally left the wheel and let her handle herself. It was more comfortable below.

(*To be continued*)

The Cruise of the *Diablesse*

(*Continued from page 44*)

below to a lordly breakfast after having been wheelfast almost continually for 14 hours.

White-crusted with salt, we were, almost to the hounds, and we lacked only a festoon or two of seaweed in our spreaders to make one believe that we had just come up from a gam with Davy Jones, himself. Our "Q" brought out the harbormaster's tug and the customs' and soon after we dropped our hook off Stapleton and gave our sails a harbor roll. Then we lifted Lindsay (the turtle), all salt-rimed and hissing his disapproval of northern weather, from the bottom of the dory and hoisted it overboard. We had covered the 960 miles from Nassau in a week and a day — all sailing!

We found summer waiting for us in the Sound. Only two hours before we had been jogging back and forth above Governor's Island in the raw cold of an April morning that had found its way into the calendar of early June. There had been some washings down with fresh water and we were a bit more tidy, like an almost respectable jade who is not quite on the town — yet willing to be picked up. Then a shoddy little tug had come from around the Battery. Going our way, it seemed, and the captain offered his line, at a price. And so up the chilly draft of East River and through the swirl of Hell Gate — not much more than through, when the cavalier tug swung in towards Flushing Bay. The bargain had been for City Island, but we let it go at that and cast off his line with a proper fo'c'stle blessing. And never mind, for we were in the Sound at last and summer lay basking all around us — embayed securely in the little coves where, on either hand, the work of scraping and painting of small fry was going forward with feverish haste. For a while we drifted on the outpouring tide. Then a bit of high air fingered our wheft and, growing bolder, presently streamed it out toward the northeast. Hopefully we ventured the small fisherman's stays'l. The ballooner went up to keep it company, and soon enough we were a'roaring past old Execution to the burr of a smoky sou'wester while all the Sound was widening away before us, its shores becoming soft and hazy and luring with the

(*Continued on page 88*)

P R E S E N T I N G

The DODGE WATERCAR

IN FOUR NEW MODELS

See these Wonderful Values at the Motor Boat Show

For 1926, the Horace E. Dodge Boat Works announces production of the Dodge Watercar in two sizes, and four models, with choice of 30 H. P. and 90 H. P. motors. All models are luxurious craft of ample seating capacity, handsomely designed and finished, and bearing the Dodge reputation for dependable, seaworthy performance. Compare the appointments, mechanical equipment, and price of these de luxe boats with any others at the show. You will pronounce them the greatest values ever offered in the fast, light runabout field.

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New York Motor Boat Show

FIVE PASSENGER MODEL

22 ft. 6 in. x 5 ft. 7¼ in.

Single Cockpit Runabout

Watercar
MODEL 422
Speed approximately 20 miles per hour
$2475
With Top, $150 Extra

Watercar
MODEL 822
Speed approximately 37 miles per hour
$2975
With Top, $150 Extra

NINE PASSENGER MODEL

25 ft. 11 in. x 6 ft. 7 in.

Double Cockpit Runabout

Watercar
MODEL 426
Speed approximately 15 miles per hour
$2925

Watercar
MODEL 826
Speed approximately 35 miles per hour
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All boats mahogany planked and completely equipped for salt water service

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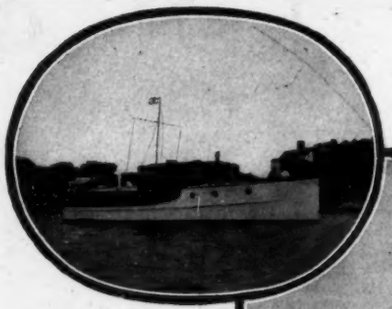

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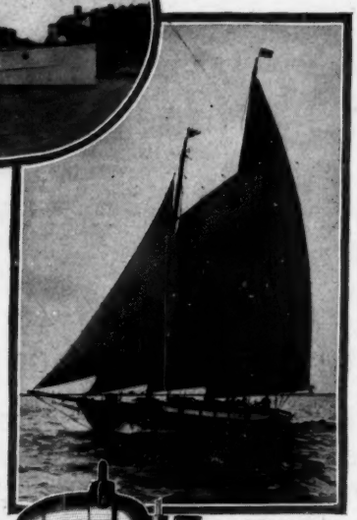
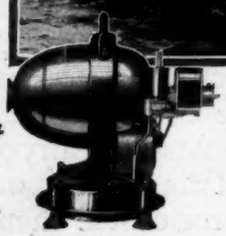
A 45-foot bridge deck cruiser owned by Wm. Huselton, Esq., New York.

Auxiliary Schooner "Windjammer"

A famous 57-footer owned by Edward Crabbe, Esq., Toms River, N. J. HOMELITE installation operates all lights and appliances.





Plenty of Light at all times

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HOMELITE can be absolutely depended upon under any and all conditions. It may be used without batteries or in connection with the boat's batteries and it operates on any cheap fuel.

Really Portable

Dependability, compactness and *small expense* are the basic reasons why hundreds of prominent boat owners are installing HOMELITE.

SPECIFICATIONS

Over all dimensions: Length 21", width 14", height 21".
Weight: 110 pounds. Ball Bearing throughout.
Engine: Single cylinder, two-stroke air-cooled. Carburetor, specially designed, adjustable to various types of fuel. Ignition, high tension Bosch Magneto or Bosch Battery Ignition.
Generator: Six pole, shunt-wound. Output, 600 watts minimum, d.c.
Current Control: Specially designed voltage regulator.
Voltages: 12, 32 and 100 volt models.
Operates: Without batteries, it will light 40 lights continuously or electrical appliances.

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Six New Diesel Yachts

(*Continued from page 28*)

for naval work, and they will all be launched, or rather, floated off their building blocks, at the same time — the date being set for the latter part of March, or early in April. These four are the *Arcadia*, *Savarona*, and *Josephine*, all by Cox & Stevens, and the *Aras*, whose plans were prepared at the Bath Iron Works.

The *Arcadia* is owned by Galen L. Stone who has long been associated with yachting. She is one of the largest Diesel yachts yet contemplated, her length being 188 feet, beam 27 feet, 6 inches, draft 10 feet, 6 inches. The machinery plant consists of two Winton Diesel engines, 800 h.p. each, giving a speed of 16 knots an hour, fuel being supplied sufficient for a cruising radius of 9,000 miles.

The *Savarona* is being built for R. M. Cadwalader, Jr., who is an enthusiastic yachtsman, and the owner of several other well known boats. She is one of the largest Diesel yachts yet laid down, her length being 185 feet; beam, 27 feet; draft, 11 feet. She will have the same power plant as *Arcadia*, namely two 800 h.p. Wintons, giving a speed of 16 knots an hour, her cruising radius being 9,000 miles. The accommodations of *Savarona* are unusually well worked out, and she will be furnished and fitted in every way in accordance with the most modern practice.

The *Aras* is for Hugh J. Chisholm, who has given all features in connection with the design and construction his most careful personal attention. The dimensions are; length overall, 162 feet, 3 inches; beam, 26 feet; draft, 10 feet, and she will be powered with two 450 h.p. engines, giving a speed in the neighborhood of 14 knots. This yacht in many ways is similar to the *Oceanus*, designed by Cox & Stevens, and will in every sense be an attractive looking, serviceable, able vessel, well adapted for coastwise cruising and also suited for offshore work. An interesting feature in the matter of construction is that she has a double bottom fitted the greater part of her length, adding considerable strength and rigidity to her structure.

The *Josephine* will be of somewhat slightly smaller dimensions than the others, her length being 140 feet; beam, 24 feet; draft, 8 feet, 6 inches; but her plans show great care has been taken on the part both of the architects and the owner, who is a member of the New York Yacht Club, and the result is a most attractive, wholesome and seaworthy craft. *Josephine* is powered with two Winton Diesel engines, developing a total of 550 h.p. each, will produce a speed of better than 12½ knots, and with the fuel provided will give a cruising radius in excess of 5,000 miles. This is a size and type of boat that is becoming increasingly popular, not being too large in size, and at the same time being essentially seaworthy.

In addition to these four boats that will take the water together during the latter part of March, there is building in the same yard, for Commodore Robert Law, Jr., of the Indian Harbor Yacht Club, another twin screw Diesel yacht to be called *Robador*, which is also designed by Cox & Stevens. *Robador* is 161 feet, in length, the beam is 26 feet, draft 9 feet, 9 inches, and her power plant consists of two 450 h.p. Winton Diesel engines, giving a speed of 14 knots, fuel sufficient for a cruising radius of 6,500 miles being carried in her tanks. Like the others just described, *Robador* is strongly and well built of steel and is in every sense a seagoing vessel, although especially adapted for coastwise work, where she will be for the most part used. Unlike the other yachts, the quarters for the owner and his guests are placed at the forward end of the yacht, thus providing better ventilation and, in some respects, accommodations that are more pleasing, although this is a question upon which yachtsmen are divided.

ANOTHER fine yacht, Mr. Richard F. Hoyt's "Nashira", designed and built by Consolidated Shipbuilding Corporation, is powered with a pair of Wright Typhoon Engines. The 1100 H.P. thus produced gives this 81 ft. houseboat a turn of speed of 28 miles per hour.

The two 550 H.P. Typhoons weigh less than many marine engines of one-third their H.P. High power and low weight are controlling characteristics for speed in any type of yacht.

WRIGHT AERONAUTICAL CORPORATION
Paterson, N. J., U. S. A.

BULLETIN No. 10 with interesting general information and technical description of Wright Typhoon Engines, will be forwarded on request. Send for it.

WRIGHT TYPHOON MARINE ENGINE

"Little Old Man," owned and driven by Rodman Wanamaker, 2nd

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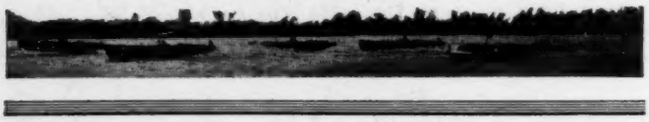


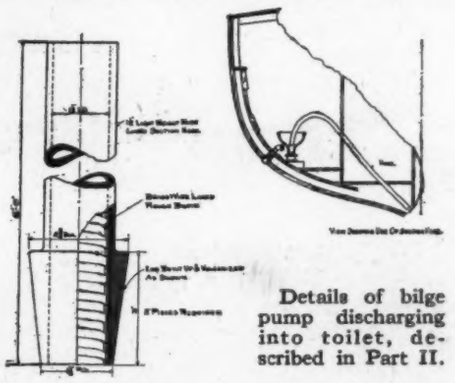
The Equipment of *Alice*

(*Continued from page 45*)

always stay lighted in spite of all the thrashing and banging about they get on a small boat in heavy wind and sea. This is the same type which Roger Griswold found so satisfactory on the *Lloyd W. Berry*. This winter I plan to try an Aladdin kerosene mantle lamp in the form of a hanging lamp over the center of the saloon table. This gives 60 candlepower and should make an excellent reading light. It was highly recommended by a friend who has used one. It burns much less oil and gives much more light than the ordinary burner.

In these days of electricity I had considerable difficulty in finding anywhere in New York City a good assortment of kerosene riding lights, side lights and cabin lights, but finally discovered the National Marine Lamp Company, 112 Water Street, New York, with a wonderfully fine and interesting assortment at reasonable prices, and I would recommend anyone interested to look them up.

This ends the story of the construction of the sister boats *Alice* and *Carib II*. In building them I have tried to bring together the accumulated experience of old and expert cruising yachtsmen, both of this country and England, and wish to acknowledge my indebtedness, first and foremost, to the designer, Commodore Ralph M. Munroe, but also in no small degree to Dr. Claud Worth of England, John Alden, S. S. Crocker, Irving Cox, Bruno



Details of bilge pump discharging into toilet, described in Part II.

Tornroth, Fred Lawley, Theodore Zerega and Max Mauran, the owner of *Carib II*, who gave invaluable assistance in the skillful fabrication of most of the metal work required, and last and not least, to my very good friends, the builders, John, Will and George Brown and to their nephew, Merritt Demarest. The pleasure which I had in the building of the boats was only second to the joy of my southern cruise. That all the work was well done is evidenced by the fact that after a trial trip of less than 20 miles we started off, on October 21, 1924, on a cruise of over 3,000 miles, and put it through without going to any repair yard or shop except for the usual painting and varnishing.

The Fastnet Race

(*Continued from page 40*)

American yachts taking part in the Fastnet race, and that we may have a Fife or Nicholson boat to compete against them. The Transatlantic race which you propose is a fine scheme, and I should like to take part in it myself if it could be managed. What a summer's sailing a New York to Bermuda Race, a Transatlantic Race, and a Fastnet Race would make! But I am afraid that even if one could spare the time oneself it would be almost impossible to find other amateurs to make the passages and to sail in the three races, and to make the necessary arrangements. Still, it is something to hope for.

E. G. MARTIN
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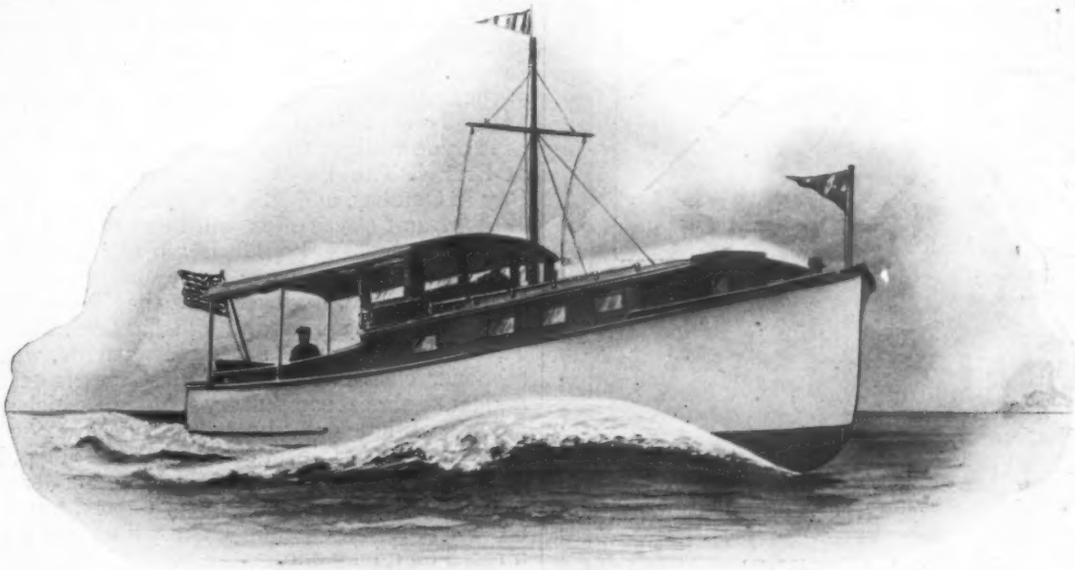
STANDARD THIRTY-EIGHT FOOT

"Lawley Built"

CRUISER



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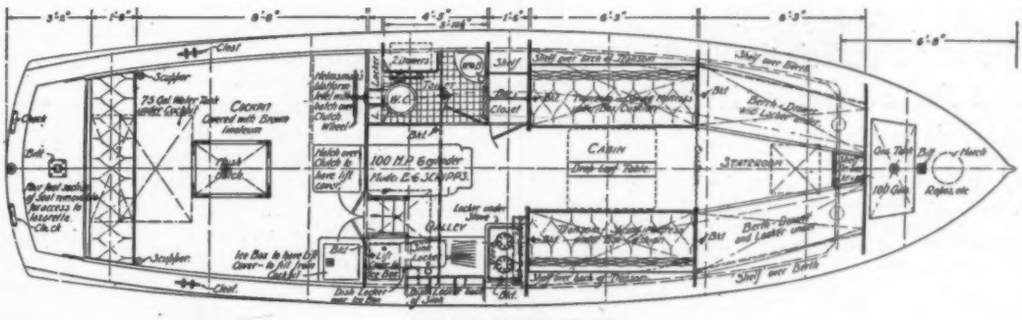
See this Boat at the New York Motor Boat Show



ARRANGEMENT PLAN

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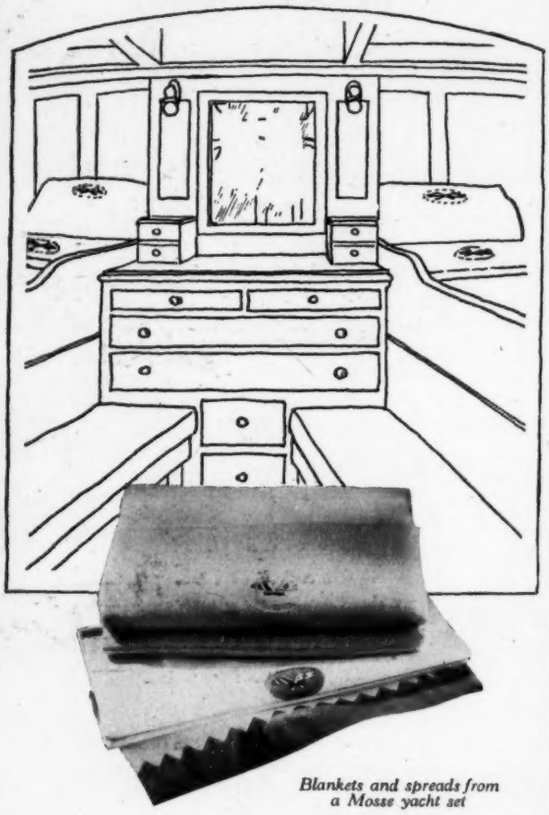

Blankets and spreads from a Mosse yacht set

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A Mosse yacht set includes table damask, pantry linens, bathroom linens, bed linens—everything required for a week-end party or an extended cruise. Anyone a member of a recognized yacht club can receive photographs, estimates and sketches without obligation.

A New Racing Schooner

(*Continued from page 41*)

closely follow the advice of the aeronautical experts who declare that the whole scheme of yacht rigging is wrong, that the masts should be behind the sails and not in front of them. He looks for a schooner with both masts well aft and the fore triangle carrying an arrangement of jibs or staysails. There is nothing in the measurement rule which would prevent a schooner stepping both masts far aft. The only restriction is the one which provides that the foreside of the mainmast at the deck shall not be farther forward than 55 per cent of the waterline length from fore end of the waterline.

Of course it is possible that some measurer might frown upon such an innovation and exercise his prerogative that "if, for any reason, the measurer shall be of the opinion that a yacht is not fairly rated or that she does not fully and fairly comply with their (the rules) requirements, he shall, after due inquiry, award such certificate of rating as he may consider equitable."

It seems to be generally agreed that the great racing queens in the two-sticker division next summer will don canvas dresses as modern as those of an up-to-date flapper. Captain Clark displayed the *Resolute's* sail plan at the annual meeting of the New York Yacht Club and it naturally occasioned considerable discussion, especially as it came straight from the drawing board of the master at Bristol. The *Vagrant* tried hers out in Narragansett Bay in October, and it is probable that the *Flying Cloud*, *Wildfire* and *Queen Mab* will be compelled to follow the modernists, while *Vanitie* is already admitted to have a rig of the latest type.

It is probable, however, that the *Irolita* will pass into new hands this spring and join the fleet, which with the *Taormina* and several other older yachts, will make the schooner class one of the largest and fastest in years, and make almost compulsory some rule which will prevent a dozen of these great boats "running the line" off Brenton's Reef Lightship, or some other starting point, as they did last year. It is all very well for the smaller and quickly handled yachts to indulge in such sport, but it is hazardous for ninety-footers on a short line, and no chance of a recall on a long one.

Interest, however, will more or less center on the Illyrian yacht and what that country, with the aid of an American designer, can produce.

By Sneakbox to Florida

(*Continued from page 27*)

each station having been advised by telephone of our departure from the previous one. For the most part we kept off the beach from a quarter to a half mile, sometimes going further out to escape the fish pounds which were in our path.

Speaking in the abstract of our course up the beach, we had concluded that it would be advisable to land promptly if the wind showed signs of coming in from the south or east, for if we put off landing until it had become rough out where we were running, it would be hard to take the boats through the surf and land them on the beach in safety. But after all our labors in launching them it would have taken a stiff breeze to send us shoreward, and we would have taken a long chance on making Sandy Hook rather than haul up on the sand and wait, perhaps several days, for another opportunity to start. When off Asbury Park we first noticed the wind beginning to haul easterly, and watched it anxiously for indications of a hard blow in the early afternoon, but the slack sails of some vessels far to the eastward reassured us, and it was not until we were

(*Continued on page 86*)

Elto!

Vital Features That Make The Super Elto The Super Outboard

1. Now 4 H. P. (Four full H. P., S.A.E. Rating) An extra horsepower gained by actual increase of cylinder capacity. Probably the limit of power for all-around outboard motor practicability. (No loss of portability.)

2. Same Light Weight! Slightly more than 50 pounds! An additional horsepower and not an ounce of increased weight.

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11. Safety Shoe! Insures against damaged propellers and sheared pins.

12. Safe Rudder Steering! The only motor providing this feature, and all that it means in boat control and manageability.

NO INCREASE IN PRICE! With all its greater power and performance—its easy portability and exclusive features—the Super Elto will be sold at no increase in price. Concentration and standardization on a single model makes such value possible.

An Intensely Interesting Catalog! No man interested in the water, and no yachtsman, whether he now has an outboard motor or not, should fail to get this booklet.

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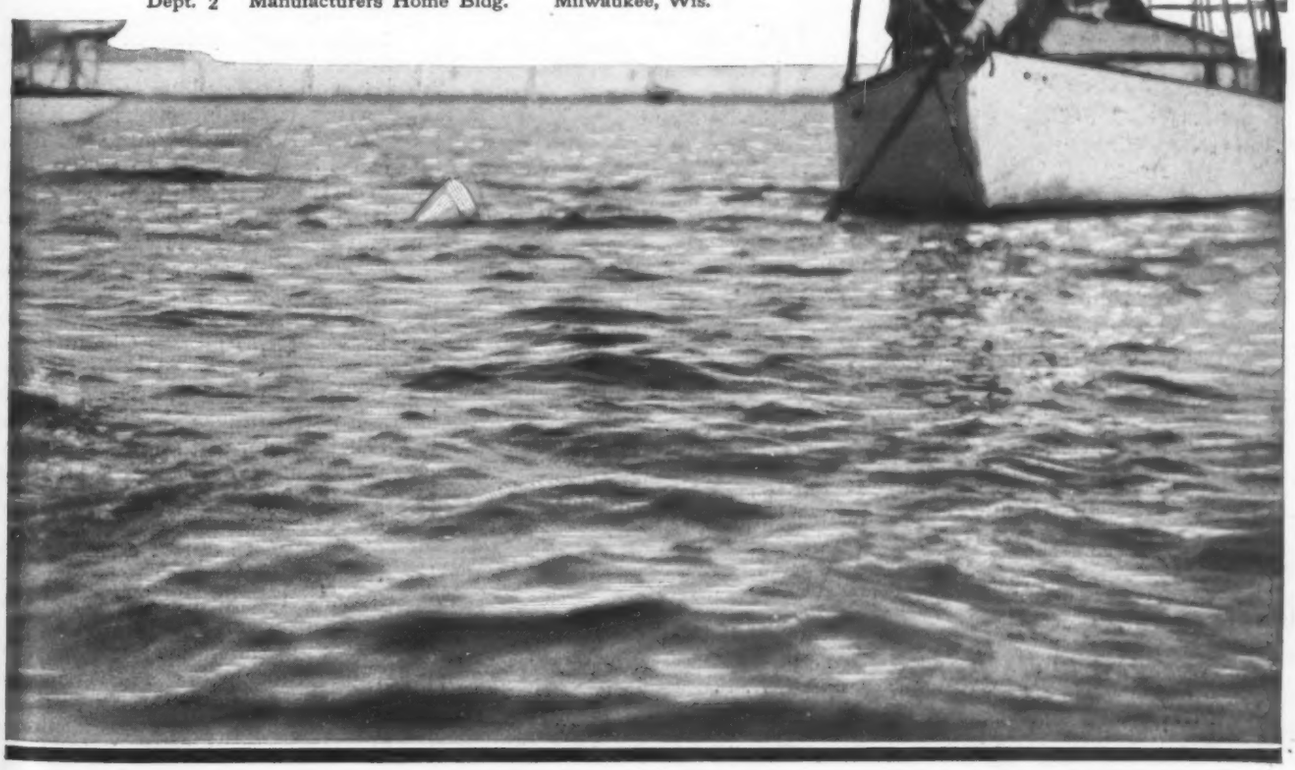

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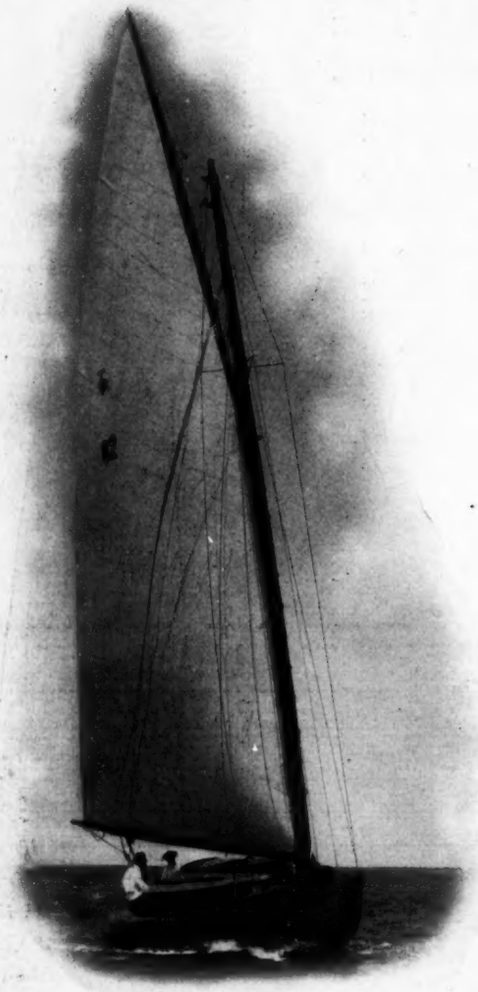

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OWNER
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By Sneakbox to Florida

(*Continued from page 82*)

crossing Ambrose Channel that the south wind came in with anything more than a gentle breeze.

Off the storm-beaten jetties and bulkheads of Seabright the sea took on an almost glassy calm and, save for a slight ground swell, we might as well have been crossing a little millpond back in the woods. Hundreds of lobster pot buoys marked the waters below the Hook, and the ever thickening driftwood gave us a taste of what we were to encounter further up in New York Bay. Orange crates, barrels, boxes, and water-soaked logs kept us busy on the tiller lines, and every now and then our propellers would clip a piece as it swirled up under the boat. At first we had visions of a damaged wheel but as time passed and the motors continued their steady pace after striking objects repeatedly, we worried less about driftwood and the probabilities of damage. Evidently the friction clutch in the drive shaft took up the shock, and many times later during our night runs we were spared the annoyance of stopping to replace a sheered off pin, as would have been necessary with the older motors not equipped with the friction drive.

In the early afternoon we were off the Hook where the moderate southerly breeze combined with the strong ebb tide to kick up an ugly sea in the channels which we had to cross in the stretch of seven miles to Coney Island. In the Swash Channel, just north of the point of the Hook, a government dredge crossed our bows only a few hundred feet away, leaving a curling wake which the tide carried down on us with full force. The waves were so big, however, in comparison to the size of our boats, that we rode over the crests and down into the trough with as little concern as a schooner rides an easy ground swell.

Three miles ahead the traffic was heavy down Ambrose Channel. Four ocean liners, several tugs with long tows, and a number of sailing vessels were all within a few miles of each other and for a while we thought we would have our hands full getting across. Although they appeared to be but a short distance from us most of them were out of sight when we reached their path, the steamers leaving a wake which reached us so long afterwards that we were at a loss to explain the swell. However, the four steamers were the last of the noon sailings from New York and none appeared as we bounced across Ambrose in a welcome lull of traffic.

About an hour before dusk we

rounded the point of Coney Island and, entering Gravesend Bay, sought out a protected nook between two docks where we warmed up some soup for a long delayed breakfast. The run up the coast and across the steamer-beaten channels from Sandy Hook had served to keep us occupied, and we scarcely realized how cold and hungry we had become. After a vain search in the crowded harbor for a mooring place where we might escape the bobbing waves of the bay without being left high and dry by the tide, we located the Bay Ridge Yacht Club and were allotted a quiet berth by the steward, later enjoying additional warm food in the clubhouse.

A light rain the next morning delayed our start until noon, when we refilled our gasoline cans, and catching the last of the flood tide headed for the Battery. While eager to take our small boats through the congested waters of lower Manhattan it was a new experience, and we had a wholesome respect for the wake of a ferry or tugboat. Fortunately the wind and sea were light and, as it was Friday, there were no outgoing liners to contend with. Rounding Fort Hamilton we ran into a maze of driftwood which forced us far out into the main channel where we passed close to a big four-master being towed into the lower bay. Avoiding as best we could the wake of an oncoming tug we were able to work inshore again, where we hopped across from pier to pier, constantly on the watch for maneuvering tugs which occasionally came out of concealment with no audible warning.

Crossing the entrance to Gowanus Bay we saw more action in ten minutes than in all the rest of our travels along New York's waterfront. It was useless to try to pick an opportune moment to skip across through the traffic which was plying in and out of the bay; when there were no boats along shore near us there would be a dozen coming down to meet us in midstream; so sticking close alongside a slow-moving sand barge we ventured out, ready to run around to the other side when an approaching boat threatened us. And all the while the barge captain's wife and baby were pressing us with questions, the wife's no more intelligible than the baby's; and a yapping white and yellow cur was barking his head off in his anxiety to jump aboard of us.

Passing along the west side of Governors Island the deafening blast of two fog trumpets came roaring at us from their signal points on shore, while out in the river boats were giving warnings at frequent intervals.

(To be continued)

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